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The China Mail


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GERMAN FEELER?

REPORTED LONDON MISSION
BRITAIN'S ATTITUDE.
(Reuter's Service to the China Mail.)

LONDON, May 29.
Nothing is known in authoritative quarters in London regarding the reported visit to London of three German representatives in order to sound the British Government regarding reparations.

It is emphasised that the British Government's position in the matter is unchanged, and there can be no question of Britain advising Germany regarding an offer acceptable to France and Belgium.

In the question between France and Germany Britain is not interfering, though she is anxious that a satisfactory offer should be made.

BRUSSELS CONFERENCE.
BRUSSELS, May 29.
M. Poincaré has informed the Belgian Foreign Minister, M. Jaspar, that he will come to Brussels on June 6, for Franco-Belgian discussions of reparations.

PAYING THE PIPER.
PARIS, May 29.
The Chamber of Deputies Finance Committee is being asked to approve supplementary credits of 35,000,000 francs for Ruhr operations in June, of which 12,000,000 francs are for the railway regime. The remainder is for military expenditure, exclusive of 12,000,000 francs normal cost of maintenance.

The total special Ruhr credits for the six months is 267,000,000 francs.

THE MAILED FIST.
PARIS, May 29.
The French Chamber of Deputies accepted the Ruhr credits after strong criticism by M. Tardieu of the inadequacy of the military organisation and the incompleteness of the blockade and the unsatisfactory results of the occupation. M. Tardieu advocated a more forceful policy. The premier repudiated the allegations.

DYEWORKS HANDED BACK.
LONDON, May 29.
Reports from Berlin announce that the French have evacuated the Hoechst dyeworks and work has been resumed.

[The French occupied the big dyeworks at Hoechst on May 14. The workers were forbidden to enter the factory, and a state of siege was proclaimed in the town.]

BRITAIN'S GREAT EVENT.

LATEST DERBY BETTING RATES.
TOWN GUARD FAVOURITE.

LONDON, May 29.
The betting for the Derby is as follows:-
Town Guard 4-1
Pharos 7-1
Ellan Gowran 8-1
Papyrus 10-1
Mylord 100-7
Legality 100-7
Knockando 20-1
Bold and Bad 25-1
Twelve Pointer 33-1
Tranquil 33-1
Roger de Busli 33-1
Parth 33-1
Doric 50-1

[The betting for the Derby, a month ago, according to the Home papers was as follows:-
100-14 agst Town Guard Gilpin.
8-1 Papyrus B. Jarvis.
100-9 My Lord Morton.
100-6 Drake Cottrell.
18-1 Legality R. Dawson.
18-1 Twelve Pointer Persse.
20-1 Light Hand Taylor.
20-1 Parth Crawford.
25-1 Hurry Off Persse.
33-1 Bold and Bad Taylor.]

[The following is the complete list of horses left in the Derby after the declaration of forfeits in mail week:-Apron, Black Prince VII, Bold and Cad, Canova, Carbonaro, Celer, et Audax, Choroes, Clarendon, Cos, Count Tracy, Delhi, Gold, Doric, Drake, Drepane, Duncan Gray, Ellangowan, Fantomas, Farndon Bridge, Free From Feids, Friar, Friar's Melody, Greek Bachelor, Hatchford, Hollister, Hurry Off, Inkerman, Invercauld, Jarvis, Keppelstone, King of the Leopard, Kinaird, Knockando, Lackham, Lady Martineburg filly, Legality, Legend, Light Hand, Limenjos, Living Machine, Mankato, Marcinette, Mebos, Millinery colt, Miltades, Mongoose, My Lord, Nicator, Pella, Papyrus, Parth, Patras, Pharon, Pharus, Popoff, Portsey, Portunus, Porus, Prunus, Roger de Busli, Rosewing, Safety First, Saltash, Scalliger, Scapino, Scythius, Skias, Sky Scraper IV, Soldat, Star Chamber, Strephon, Sun's Way, Swindlerby, Syonix, Targon, Terebina, Topbooz, Tor Cor, Tontonia, Town Guard, Trajanus, Trained, Tucky, Aunt Thodor King and Twelve Pointer.]

TERRIBLE EARTHQUAKE.
THOUSANDS KILLED.
ALABAMA, May 29.
The Power League from Tehran that the earthquake at Tabriz had killed thousands of persons whilst several villages have been devastated.

MORE GERMAN RIOTS.

SAXONY SITUATION SERIOUS
UNEMPLOYED DISORDERS.
(Reuter's Service to the China Mail.)

BERLIN, May 29.
Although the Government of Saxony denies that there have been disorders at Dresden, Berlin newspapers' despatches describe the situation there as serious. They say that the unemployed tried to storm the police headquarters last night, with several casualties.

The unemployed also demanded the closing of the opera house, but withdrew when the directorate promised to give 300,000 marks to the unemployment fund to which the municipality granted 500,000,000 marks. Shops and restaurants are closed owing to fear of being plundered.

HOME COUNTY CRICKET.

MANY UNFINISHED MATCHES.

LONDON, May 29.
The N.C.C.'s match was drawn. Johnson, in the M.C.C. first innings made 103. Surrey won on the first innings. The Sussexite, A. E. Gillidan secured a hat-trick in the second innings, taking 3 for 14.

Cambridge won on the first innings. For Middlesex Headren in the first innings made 105.

Derby won on the first innings. The Derbyite Morton took 7 wickets for 48 in the first innings.

Notts won by ten wickets. Richmond (Notts), took 6 for 59 and 5 for 36.

Hampshire won on the first innings. Kennedy (Hants.) in the first innings took 7 for 40.

Yorkshire won on the first innings. Rhodes took 6 wickets for 37 in the first innings.

AMERICA'S STATE SHIPPING.

BILLION DOLLAR OFFER.

WASHINGTON, May 29.
Mr. Lasker, President of the Shipping Board says it would be delightful if investigation proved that the billion dollar offer for the merchant fleet proved bona fide. He pointed out that the sum was nearly three times the present inventory value. No cash deposit or other guarantee had accompanied the bid.

[The Shipping Board has received a definite, but informal offer to purchase the entire active portion of its merchant fleet. It is stated that the amount offered is about a billion dollars, and it is asserted that the group making the offer has the highest financial standing.]

BELGIAN RAILWAY STRIKE.

TROUBLE STILL SPREADING.

BRUSSELS, May 29.
The railway strike is still spreading. The signalmen at Liege and the locomotive workers at Tournaith have struck, but the telegraph and telephone employees at Antwerp have resumed work. [Earlier cables reported that the strike of railwaymen, postal workers and other State employees was spreading.]

PACIFIC NAVAL BASE.

LENGTHY UNDERTAKING.

LONDON, May 29.
In the House of Commons Mr. C. W. Darnley asked what was the shortest possible time in which the Naval Base at Singapore could be constructed. Lieut. Comdr. Eyles-Monsell, Parliamentary Secretary to the Board of Admiralty, replied that pending the result of preliminary work and investigation it would be impossible to give a precise date.

TREATY WITH TURKEY.

OVERTURES TO AMERICA.

WASHINGTON, May 29.
The Government denies categorically that Mr. Grew, the American Minister to Switzerland, suggested the commercial treaty to Turkey. On the contrary, the proposal came from Turkey. Definite negotiations are improbable until the broader Lusitania problems have been settled.

IRELAND'S RESPIRE.

REBELS CEASE FIRE.

LONDON, May 29.
Mr. de Valera's Publicity Department announces that an order to cease fire and dump arms before May 28 was issued to the Republican army on May 24.

Summer Weight Golf Hose

Specially made for us of fine light weight yarn that has no superior for looks and hard wear resistance. A splendid selection in shades of Grey, Fawn, Green, and Brown. \$1.00, \$1.50, \$2.00, \$2.50 per pair.

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Have you noticed how the cockroaches are increasing again? That is because you are not using

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You can keep your house clear of these pests, if you apply the virus occasionally. And remember the Sole Distributors are

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Glaxo lays for Baby a firm foundation of sturdy health

A suitable form of milk is the only food for a baby up to 9 months, and Glaxo is pure cow's milk made safe and suitable for Baby by the Glaxo Process. It contains NO starch, NO sugar, NO salt.

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A Doctor says: "Glaxo is not only perfect from a scientific and clinical point of view, but it is really perfect from the point of view of the mother and the child. I rarely believe infants would thrive and avoid the many dangers that surround them with infant feeding, outside of the best mother."

Glaxo is obtainable from all Chemists and High Class Dealers.
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A suitable form of milk is the only food for a baby up to 9 months, and Glaxo is pure cow's milk made safe and suitable for Baby by the Glaxo Process. It contains NO starch, NO sugar, NO salt.

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INTIMATIONS.

HONGKONG HIDE & LEATHER CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of HONGKONG HIDE & LEATHER CO., LTD., will be held at 67/69 Des Voeux Road Central, Victoria, in the Colony of Hongkong, on THURSDAY, the 31st DAY OF MAY, 1923, at 12 Noon, when the subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 14th day of May, 1923, will be submitted for confirmation as a Special Resolution, namely:-

A.—That 51,656 of the unissued shares of £10. be divided into 129,140 shares of £4. each.

B.—That the Capital of the Company be divided into two classes of shares namely 48,344 ordinary "A" shares of \$10. each and 129,140 ordinary "B" shares of \$4. each and that the provisions thereto have effect, that is to say:-

(1) The ordinary "A" shares aforesaid shall be those shares which are numbered 1 to 48,343 inclusive and one additional \$10. share which if and when issued shall be numbered 48,344.

(2) The ordinary "B" shares aforesaid shall be those unissued shares of \$4. each which will when issued be numbered 48,345 to 177,485 inclusive.

(3) The said ordinary "B" shares shall as from the date or dates of issue fully paid rank equally with the said ordinary "A" shares as regards dividend and transmissibility of shares and rights to vote and distribution of assets in the event of winding up.

(4) If the Company shall be wound up the surplus assets shall be distributed as nearly as may be among the members in proportion to the number of shares held by them at the commencement of the winding up. But this clause is to be without prejudice to the rights of the holders of shares issued upon special terms and conditions.

C.—That the Articles of Association be amended by the deletion of clauses 107 and 120 thereof.

D.—To consider the election of and to elect further Director or Directors.

By Order of the Board,
E. PEPPERELL,
Acting Secretary.
Hongkong, May 16, 1923.

THE "STAR" FERRY COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE TWENTY-FIFTH ORDINARY ANNUAL MEETING OF THIS COMPANY will be held at the Offices of Messrs. JARDINE, MATHESON & Co., Ltd., on THURSDAY, the 31st MAY, 1923, AT NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts to April 30th, 1923.

The Register of Shares of the Company will be closed from Friday, the 25th May, 1923 to Thursday, the 31st May, 1923, BOTH DAYS INCLUSIVE.

By Order of the Board of Directors,
W. S. DROWN,
Secretary.

Hongkong, May 16, 1923.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Offices of Messrs. JARDINE, MATHESON & Co., Ltd., Pedder Street, Victoria in the Colony of Hongkong, on THURSDAY, the 14th day of June 1923, at 11.30 o'clock in the forenoon when the subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on FRIDAY, the 25th day of May 1923, will be submitted for confirmation as Special Resolutions:-

1. That each of the existing 50,000 fully paid up shares of \$100 each constituting the Company's present Capital of \$5,000,000 be divided into four fully paid up shares of \$25 each so as to make such Capital of \$5,000,000 consist of 20,000 fully paid up shares of \$25 each.

2. That after the division aforesaid, the Capital of the company be increased from \$5,000,000 consisting as aforesaid, to \$10,000,000 divided into 400,000 shares of \$25 each by the creation of 200,000 new shares of \$25 each—40,000 of such new shares to be issued and allotted in accordance with clause eight of the Conditional Agreement for the amalgamation with this Company of the Hongkong Central Estate Limited duly approved at an Extraordinary General Meeting of the Company held on Thursday, the 3rd day of May, 1923, and the balance thereof to be issued at such time or times and on such terms and conditions in every respect as the Company's Board of Directors may think fit.

Dated this 26th day of May 1923.
By Order of the Board,
L. S. GREENHILL,
Secretary.

INTIMATIONS.

THE HONGKONG JOCKEY CLUB.

THE THIRD GYMKHANA MEETING will be held (weather permitting) at Happy Valley, on SATURDAY, June 2nd, commencing 3.30 p.m.

The Charge for admission to the Public Enclosure will be \$1.

Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right of introducing 2 non-members to the members' enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5. each up to FRIDAY June 1st.

The Stewards invite the Ladies of Hongkong to be present.

Hongkong, May 19, 1923.

VICTORIA RECREATION CLUB.

THE Committee of the Victoria Recreation Club are pleased to open the Club Bath for the use of the Ladies of the Colony, Boys and Navy and Army on the following days and times:-

LADIES
Monday 2 to 4 p.m.
Wednesday 6 to 8 a.m. 2 to 4 p.m.
Friday 2 to 4 p.m.

SERVICES

(Navy and Army)
Tuesday and Thursday 2 to 4.30 p.m.

BOYS

Tuesday, Thursday and Saturday (except Public Holidays) from 8 to 8 a.m.

(The number of boys will be limited to 50 and tickets must be obtained on the 1st, 2nd or 3rd of each month.)

1ST NIGHT PETE will be held on FRIDAY, the 1st June, 1923, commencing at 9 p.m. The Brunswick Studio Dance Orchestra will be in attendance. Entries for Ladies', Boys' and Girls' Races should be sent in by WEDNESDAY, the 30th inst. 6 p.m.

Admission \$1. Reserved Seats \$2.
Members, Sailors and Soldiers Half Price.

PEAK TRAMWAYS CO., LTD.

TIME TABLE

WEEK DAYS		
7.00 a.m.	7.10 a.m.	
7.30 " "	8.00 " "	Every 15 Minutes
8.10 " "	8.20 " "	" "
	8.30 "	Stopping
	8.37 "	Non Stop
	8.47 "	Stopping
	8.54 "	Non Stop
	9.04 "	Stopping
	9.04 "	Non Stop
	9.11 "	Stopping
	9.22 "	Stopping
9.30 a.m.	11.00 a.m.	Every 10 Minutes
11.30 " "	12.30 p.m.	" "
	12.40 "	Stopping
	12.47 "	Non Stop
	12.57 "	Stopping
	1.07 "	Non Stop
	1.14 "	Stopping
	1.15 "	Non Stop
	1.20 "	Stopping
1.30 p.m.	4.00 p.m.	Every 10 Minutes
4.00 " "	4.30 " "	" 15 "

IDEAL BEVERAGES

WATSON'S DRY GINGER ALE

Its dryness and aroma are features which give this drink the popularity it deserves.

"PYERIS"

SPARKLING MINERAL TABLE WATER

Healthful and refreshing. Blends excellently with Whisky.

"FORMAZONE"

Possesses the characteristic stimulating and refreshing qualities of Champagne; it has a delicious flavour.

WATSON'S STONE GINGER BEER

Prepared by a process of partial fermentation which gives it the distinctive flavour which is so pleasing to the palate.

A. S. WATSON & CO., LTD.

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in the popular BATSWING BOW TIE also
in the long DERBY SHAPE.

HONGKONG AGENTS for the
"ABRTEX" CELLULAR CO.

all sizes in stock in all qualities of UNDERWEAR,
SHIRTS and PYJAMAS
for Day or Evening Wear

The China Mail.

HONGKONG, WEDNESDAY, MAY 30, 1933.

THAT NEW HOPE.

Eventually the reputations folly must end, if only because neither side can stand the strain very much longer. Before general disaster becomes inevitable, however, it is just possible the Powers concerned might blunder into a patchy settlement. They certainly will not reach lasting settlement while their present moods hold—France vindictive, Germany embittered, and Britain impatient. Patchy settlement, anyway, would be vastly better than the present thinly disguised warfare which is slowly ruining Europe morally and commercially. Slowly—but surely. Latest cables profess to see new hope for an early settlement. Events, they say, are moving quickly towards another attempt to solve the problem. This hope they base upon reports that Germany contemplates a new offer, framed with the co-operation of the industrial leaders. Even were we confident that Germany would make an adequate offer—one that would satisfy Britain, say—we would still very much doubt whether France would show herself ready to make terms. Indeed, reviewing the utterances of her statesmen, we very much doubt whether she would accept any offer, for it is clear that her anxiety for actual reparation money still conflicts with her even greater desire for "security." Assuredly, of course, Germany's internal disorders, which to-day's cables report acute, might well change the whole problem. Should political disturbances make Germany "Bolshevik," France might find it better policy to cease gadding her old enemy into further trouble and take what reparations money she can get. Manifestly the anxiety for "security," unless wisely pursued, can recoil in a very unpleasant fashion. Perhaps France has already begun to recognise this,

hence the more hopeful tone of the cables. Only last month we had M. Poincaré declaiming that France would not budge from the Ruhr until Germany had paid the full sum claimed. Essen, he said, would be held until the last sou had been sent to Paris. Then we had him admitting that the Government was "considering the possibility of the evacuation of the Ruhr when Germany gave tangible guarantees to free herself by means of an international loan and not waiting actual payment of reparations." This new stand is hopeful, not because it actually makes settlement possible, but because it paves the way. Those anxious for Europe's safety would have marked this trend with greater pleasure had its destination been a lasting and not a patchy settlement; had it meant that partisan haggling would cease and impartial mediation would begin. But with Germany facing internal crisis and France feeling the terrible financial strain, they will not complain if any settlement can be made, however makeshift, for the alternative is not pleasant to contemplate.

Dangerous Practice.

Periodically complaints have cropped up about Chinese boys, apparently of the schoolboy class, creating a nuisance and making themselves dangerous by recklessly riding bicycles in busy thoroughfares. Before Statue Square became the hunting-ground of footballers and kite-flyers, these used to be a number of boys who indulged in riding round Queen Victoria's statue at a good speed until a stop was put to this practice. Then that part of Nathan Road near the boundary between Tsai Tsai and Yau-nan came into the public eye. Notices on cycles were deemed a danger to the number of children in the street and they were removed. Quite recently, the enthusiasts have found a new truck and, apparently, have not been interfered with yet. This is at Connaught Road West, commencing from the Steamboat Co.'s Maceo wharf and extending about half a mile westwards. At practically all hours of the day, a number of boys can be seen. Some of the more experienced riders may be running an impromptu race while novices will be staggering

from one side of the road to the other. Rides on the stands near the entrance to Wing Lok Street are frequently run into while collisions with coolies carrying loads on their shoulders are common. Although this is a Chinese locality it would be worth paying some attention to it if only to obviate a motor or other accident when lives may be involved.

MASONIC HONOURS.

MR. PERCY SMITH'S PRO-
MOTION.

At the last quarterly Court of the Grand Lodge of England, His Royal Highness The Duke of Connaught in the Chair, Worshipful Bro. Horace Percy Smith, the Deputy District Grand Master of Hongkong and South China had the honour of the rank of Past Junior Grand Deacon of England conferred upon him, and at the meeting of Supreme Grand Chapter the rank of Past Assistant Grand Sojourner was conferred upon him. His many friends will congratulate Bro. Smith on the honours conferred upon him and wish him many years enjoyment of them.

"KUMSANG'S" OPIUM.

AN \$85,000 SEIZURE.

When the Indo-China s.s. "Kumsang," which has just reached here from the Philippines after grounding off the north-west of the Islands, put into Hungnam Bay on Monday night, a party of Revenue Officers under Chief Preventive Officer Clarke boarded the vessel and seized over 7,000 tins of prepared opium valued at about \$85,000.

The contraband was not concealed in any way but was on the stokehold floor as though ready for moving. A number of firemen have been arrested in connection with the seizure.

LOCAL AND GENERAL.

The Catholic Union Club in Hongkong is celebrating its "Silver Jubilee" on Friday and Saturday, June 8th and 9th.

The exchange banks will be closed on Saturday. The Imports and Exports Dept. will be opened till noon but licensed warehouses will close all day.

Formerly Vice-Consul at Palermo, Mr. Leroy Webber has arrived in Hongkong to take up the post of Consul in charge of the commercial work at the American Consulate General.

During yesterday the following notifiable diseases were reported: 3 Chinese cases of plague; 2 of small pox; 3 of enteric (one of each patients being Chinese, British and Japanese); one British case of para-typhoid fever.

A meeting of the Legislative Council is called for to-morrow when the Bill to amend the Rents Ordinance will come up for first reading, and three Bills introduced at the last meeting of the Council will come up for second reading.

Captain W. H. Baker, master of the "Glenariff," evidently has a sense of humour as he signs his report to the local Harbour Office, under the clause dealing with weather as "rotten." The "Glenariff" arrived here this morning from Vladivostok.

The attention of gas consumers at Kowloon is drawn to a notification appearing among to-day's advertisements that a number of receipt forms for the month of April have been stolen from the Hongkong and China Gas Co.'s shop, and that these are being replaced by forms printed on yellow paper.

As a result of a number of Chinese trying to get into the Kau I Fong Theatre at about 10 last night, without payment, a serious disturbance was created. Central Station received a telephone message for help and a squad under the Divisional Inspector, Central, was despatched to the scene. The trouble was soon quelled and three Chinese were arrested.

SOCIAL AND PERSONAL.

Commissioner Duce, of the Salvation Army in Japan, arrived here on the P. & O. "Nyansa" yesterday en route for Home. He is accompanied by Mrs. Duce.

A Reuter message from Christiania, to-day states that the Finance Minister, Mr. Berge, succeeds to the premiership following the death of Mr. Halvorsen.

CORRESPONDENCE.

A WORD OF THANKS.

[To the Editor of the "China Mail."]
Sir,—May I have the courtesy of your columns, to voice my own and a considerable section of the travelling public's thanks at the consistent kindness shown us by the Hongkong Tramway Co., Ltd. This morning is a case in point, reminding us as it did of Shakespeare's Mercy which you will remember

is not strained. It dropped, as the gentle rain from heaven upon the place beneath.

The rain dropped through those old and weather-beaten canopies covering this morning and cooled us as nothing else like Hongkong rain can. I noticed only one unappreciative traveller who unfeelingly opened his umbrella and sheltered his snow-white clothes from the drippings from on high.

Yours, etc., PASSENGER.

Hongkong, May 30.

SYMPHONY CONCERTS.

[To the Editor of the "China Mail."]
Sir,—I have read with interest your report of the Concert held on Sunday at the "Star Theatre" Kowloon and the hope expressed for a continuance of them. A preliminary objection seems to be the hour at which these Concerts are held. Three o'clock on a hot Sunday afternoon is not a very convenient hour for most of us who are probably taking an afternoon siesta. Could not future summer Concerts be held at say 10.30 in the morning.

Yours, etc., CROTCHET.

Hongkong, May 29.

APPEAL.

[To the Editor of the "China Mail."]
Sir,—The British Red Crescent Committee has received from a member of the English Bar, whose family have been long resident in Smyrna, the enclosed reports relating to the colossal and acute distress prevailing among the Moslem population of Western Asia Minor. The Turkish Government, faced with the work of restoring the destroyed towns and villages, is unable to cope with this mass of suffering.

The Committee, therefore, venture to appeal to the Moslem rulers and princes, to Moslem magnates and notables, rich merchants and all charitable-minded people, irrespective of race and creed, for such help as their generosity and humanity may impel them to give towards its alleviation.

The Committee believe that if local organisations were formed in various centres, as was done during the Tripolitan and Balkan Wars, for collecting relief funds under responsible and prominent leaders, good results would be obtained. In the case of adequate response, we propose to entrust the administration of the charity to a local Committee consisting of Turkish notables in co-operation, with some English sympathisers under the Chairmanship of the Veli of Smyrna.

Yours faithfully,
AMEER ALI,
President,
British Red Crescent Society.

[Subscriptions may be sent direct to the Bankers of the Society, Messrs. Coutts & Co., 440, Strand, London, W.C. or to the Honorary Treasurer, A.S.M. Anik Esq., 2, Fenchurch Avenue, London, E.C. 3.]

[Enclosure.]

Gray's Inn,
High Holborn, W.C.
March 21st, 1933.

The Rt. Hon. Syed Ameer Ali,
P.C., C.I.E.,
2, Cadogan Place, S.W.1.

Dear Sir,—As you are doubtless aware Anatolia, with the exception perhaps of a few small and insignificant districts was, between 1914 and 1918, untouched by the scourge of war.

With the advent of the Greek forces in May, 1919, Anatolia's troubles commenced. The regrettable excesses indulged in by the Greek troops were soon emulated by the worst elements of the local Greek civil population in and around the town of Smyrna, the result that a considerable amount of Turkish property was destroyed, robbed, pillaged or looted, many Turks lost their lives, and the town of Aidin was completely destroyed by fire.

During the Greek retreat from the Zangaris to Afen Karahisar and thence to Smyrna not only were hundreds of villages and towns completely destroyed and the inhabitants thus rendered homeless, but an incredible amount of damage was done to the surrounding vineyards, crops and agricultural implements. I have in my possession photographs of some sixteen towns taken after their destruction, but I beg to assure you that there are scores of other villages and hamlets which

STABBING CHARGE.

SERIOUS INJURIES
INFLICTED.

At the Criminal Sessions this morning before the Chief Justice and a jury Chang Hung was charged on four counts with maliciously wounding Chang Keh on March 2 and with wounding Chang Loy on the 7th of the same month. Mr. A. Dyer Ball prosecuted for the Crown. The jury was composed as follows:—Messrs. K. G. Blair, R. M. da Rocha, W. H. B. Muskett, J. P. Gutierrez, R. J. W. Carsons, D. Mackintosh and G. T. Padgett.

Mr. Dyer Ball, outlining the case, said it was a gang of Cantonese coolies who launched the attack and the accused was supposed to be the man who had stabbed Chang but Chang was so badly wounded that he lost consciousness and was unable to recognize his assailants. As a result of his injuries Chang Keh had been paralysed. Chang Loy was not so seriously injured and in company with Low Kum he pointed out the accused, on March 3, to the police in Third Street.

The first witness for the prosecution was Dr. Smalley, who gave a description of the injuries he found on Chang Keh when he was admitted to the Government Civil Hospital.

The medical officer said that it was possible that the paralysis would not be life-long, but that it was extremely improbable that he would ever be able to walk again. In reply to the Chief Justice, Dr. Smalley said that Chang Keh could only attend Court if carried, and his Honour consented to the medical officer (Dr. Thomas) now in charge of Chang Keh being called.

Dr. Smalley said that the wounds on Chang Keh and Chang Loy were evidently caused by a sharp instrument, but he was not prepared to say that both patients were stabbed with the same instrument, though it was more than probable.

Dr. Thomas of the Tung Wah Hospital gave evidence to the effect that Chang Keh, this morning, could use his left leg and sit up for ten minutes at a stretch. The doctor went on to say that while Chang Keh's life would not be endangered, he would suffer intense pain if brought to the Court. The Chief Justice decided that, if the man's deposition before the Magistrate was put in, it would suffice.

The case is proceeding.

have suffered a similar fate and whose inhabitants are likewise shelterless and utterly destitute.

In 1921 I had occasion to visit a few of the Mosques and other public buildings in Smyrna, in which a number of these Moslem refugees were quartered, in order to distribute milk supplied, I think, by the British Red Crescent. Mr. G. Sterghiades, the then Greek High Commissioner, was doing his best for these unfortunate sufferers, but none the less their condition was truly pitiable. Since then their numbers have, of course, greatly increased, until now there are well over three quarters of a million of these victims all over Asia Minor.

The Turkish Government is impotent for it cannot rebuild the devastated areas, and the whole country is terribly impoverished, consequently these poor people (chiefly old men, women and children), "just sit down and die."

As a poor relative of mine lately arrived from Smyrna, has told me. They are abandoned by God and man and hardly a voice is raised in Europe on their behalf. Is it then to be wondered that, seeing the magnitude of the assistance being tendered to the Christian refugees, the Turks are accusing us of indifference to the sufferings of the Muslims because they are Muslims. After all, it must be remembered that these sufferers were not the aggressors, but the passive victims of aggression.

The tendering of a little assistance, a slight demonstration of sympathy in the name of humanity, for these Moslems by a British institution would, I feel confident, go a long way towards removing the bitterness and distrust felt in Turkey against Great Britain.

Yours respectfully,
(Signed) LEONARD R. WHITTALL.

P.S. March 27th, 1933. I have just received the following wire from Mr. Eric R. Whittall in Smyrna:—

"Twelve towns completely twenty partially 550 villages total 80-100,000 houses destroyed. Estimate minimum 400,000 souls without shelter. Great necessity clothes, covering, medicines, danger menaces from malaria, re-victualising doubtful." This cable has suffered considerably from mutilation and in parts is illegible. The figures and facts given are, of course, those collected in and applicable to the vilayet of Smyrna. If these are the conditions of the distress and suffering of the people all over the devastated areas of Anatolia can hardly be exaggerated. Can anything be done for these poor victims?

COMPANY MEETING.

HONGKONG HIDE AND
LEATHER COY.

OFFER OF PURCHASE.

A further meeting of the shareholders of the Hongkong Hide and Leather Coy. Ltd., over which Mr. W. A. Dowley presided, was held at noon to-day for the purpose of confirming the extraordinary resolution carried at the extraordinary general meeting on May 14 which provided that 51,556 of the existing unissued shares of \$10 be divided into 129,042 shares of \$4 each, these shares to rank equally with the ordinary shares.

After a confirmatory resolution had been carried Mr. A. G. Coppin was appointed a Director on the motion of the Chairman seconded by Mr. F. Cook.

Before closing the meeting, the Chairman said: "At the last meeting when these resolutions were put before you Mr. W. M. Humphreys, the former managing director, mentioned to you that there was a possibility of selling our property at a price of about \$4 a foot. On the 26th inst. the Directors received a letter from a firm of solicitors in the Colony written on behalf of a Chinese gentleman that he is prepared to act as broker and to obtain a firm offer for the Company's property at a price of \$4 a foot. The area of the property is 110,942 square feet and the price is therefore \$443,768.00. This offer was considered at a meeting of Directors held on the 28th inst. and will be considered further. Shareholders will no doubt be gratified to know that the property is worth so high a figure at presumably "scrap" prices so far as machinery is concerned. If the Directors obtain a firm offer for the Company's property, at what they consider an advantageous figure, they will place the matter before an extraordinary general meeting of the Company before proceeding with the application to the Court in connection with the resolutions that we just passed."

WEST RIVER FLOTILLA.

CONVOY REACHES
WUCHOW.

(From Our Wuchow Correspondent.)

WUCHOW, May 29.
On Saturday last river steamers formed a convoy at Shui Hing, The "Tai Ming," "Koi Chow," "Tung Kwong" and "Yung Kong," the lighter B.P.M. 87 (belonging to the A.P.C.) three passenger motor boats belonging to Geo. Banker and Co., which were retrieved from the Kwangtung Army by H.M. Gunboats, the Standard Oil motor ship "Glendale" and the Red Cross motor boat "Roanoke," belonging to the Stout Memorial Hospital Wuchow formed the flotilla. They were escorted by H.M.S. "Moth," which was joined at Luk Po by H.M.S. "Tarantula." No untoward incident occurred and the convoy arrived safely at Wuchow on Monday morning.

The "Kochow" and "Taming" left Wuchow this morning and were escorted out of the danger zone by H.M.S. "Moth." Large forces of Kwangtung soldiers were observed above Kong How below Wuchow. Very few Kwangtung soldiers were seen anywhere.

TWO STEAMERS BACK.

The river steamers "Kochow" and "Tai Ming" arrived in the port this morning from Wuchow.

NEW KOWLOON HOTEL.

WHO WILL RUN IT?

Nearly every Kowloon resident who uses a ricksha passes each day in Hankow Road a tall building several stories high which is rapidly nearing completion and over whose entrance is now being painted the legend "Kowloon Hotel."

There has been much speculation about the project and inquiries made by a China Mail reporter to-day disclosed that Messrs. Tung Wa & Co., who own the land and are pulling up the building for themselves, have not made up their minds about it yet. A representative of the firm hinted that three propositions were being considered—to run the hotel themselves, to lease it and to sell it. The building will probably be completed in about 6 weeks time, he said.

There is no foundation, the Managing Director (Mr. J. H. Taggart) stated emphatically this morning, in the rumour that the Hongkong Hotel Co. intend to acquire the building.

FATAL LANDSLIDE.

SERIOUS HAPPY VALLEY
ACCIDENT.

A startling landslide occurred this morning near the Roman Catholic Chapel which is nearing completion at Broadwood Road. When the debris had settled down, it was found that one coolie woman had been killed and another injured. One man was also injured.

LINCHENG BANDITS.

ARMED AEROPLANE READY.

PERKING, May 29.

The Government have appointed Major-General Chiang Wen-hsi to accompany the Foreign Military Commission which is to proceed to Tsaochuang.

The Commission will probably start on Thursday. The Government is sending a large aeroplane to Tsaochuang shortly. It will be armed with machine-guns and capable of carrying heavy bombs.

ANOTHER CONFERENCE.
PROPOSED.

Tsaochuang, May 29.
The bandits have written to the gentry suggesting a conference to-morrow at Hsiao-tsing-chang, 15 miles from Tsaochuang. They say that their demands are simple, and that any delay cannot be blamed on them.

The gentry agree to holding a conference, but they suggest at Kouchichih.

The bandits' terms appear extravagant, but it is hoped that to-morrow's conference will lead to an early settlement. Courtesy Daily Bulletin.

TWELFTH YEAR LOAN.

FATE IN DOUBT.

PERKING, May 29.

The Twelfth Year Loan was sent to Parliament to-day, but it is doubtful whether it will ever be placed on the agenda, as neither Houses have withdrawn their vote of non-confidence; hence Parliament cannot discuss the Cabinet's financial proposals.

The Cabinet, to-day, discussed the terms of the new salt surplus Treasury Notes, part of which may be used for the redemption of the \$14,000,000 Treasury Bills. Courtesy Daily Bulletin.

KWANGTUNG CONFLICT.

ANOTHER ADVANCE ON
SWATOW.

PERKING, May 29.

It is reported from Kwangtung that Shen Hung-ying is advancing on Swatow, and that Li Yun-fu, who is a follower of Hsu Chung-chih, has gone over to Shen Hung-ying.

Hsu Chung-chih has complied with the order to return with his army from Fukien. This army arrived at Chao-chow on the return journey.

Sun Chuan-fang has wired to the Government resigning his post, and recommending as his successor Wang Yung-tsun. Courtesy Daily Bulletin.

LAWN TENNIS.

There will be no league matches on Saturday on account of it being the King's birthday holiday.

LEAGUE TABLE

"A" DIVISION.

	P.	W.	L.	PTS.
Indian R.C.	5	3	0	5
C.R.C.	5	3	1	4
H.K.C.C.	4	3	1	3
U.S.R.C.	6	2	2	2
Kowloon C.C.	4	2	2	2
University	5	0	2	0
Club de Recreio	2	0	5	0
Civil Service	5	0	5	0

"B" DIVISION.

	P.	W.	L.	PTS.
C.R.C.	6	5	1	5
Queen's C.	5	4	1	4
University	5	3	1	3
I.R.C.	4	3	1	3
Kowloon (A)	5	3	2	3
Kowloon (B)	6	3	3	3
Craigengower	2	1	7	1
C.C. (B)	5	2	2	2
Club de Recreio	4	2	3	2
Civil Service	5	2	3	2
Craigengower	5	0	5	0
C.C. (A)	5	0	5	0
Netherlands	5	0	5	0
T.C.	5	0	5	0

"PEKING TO LHASA."

GENERAL PEREIRA'S
LECTURE.

Brigadier-General G. Pereira, C.B., C.M.G., D.S.O., is to lecture at 10 a.m. Friday, June 1st, in the Command Reference Library, Victoria Barracks, his subject being "Peking to Lhasa." Seats have been allotted as follows:—Royal Navy 25, Royal Artillery 15, Royal Engineers 5, 2nd Bu. The King's Regt. 24th, Bombay Grenadiers 10, Departmental Corp. 15. A limited number of seats will be available for the public. Applications should be made to General Staff before 12 noon, Thursday, 31st inst.

WHY BE OFFENSIVE

to your friends because of unightly pimples or unpleasant breath? The cause of these troubles usually is irregular bowel action, and Pinkettes gently restore daily regularity. As gently as nature these dainty little laxatives dispel constipation, biliousness, sick headache, regulate the liver, relieve flatulence, and purify the blood. Pinkettes, or Vendors everywhere sell Pinkettes, or post free 50 cents per box from Dr. Williams' Medicine Co., 60 Kingston St., Shanghai.

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OPIUM SMUGGLING.

PROSECUTION AGAINST JARDINES.

INTERESTING ARGUMENTS RAISED.

As defending solicitor Mr. E. Davidson raised several interesting arguments at the adjourned hearing before Mr. J. R. Wood yesterday afternoon of the case in which Messrs. Jardine, Matheson & Co., Ltd., as general managers of the Indo-China Steam Navigation Co., Ltd., owners of the s.s. "Loong-sang," were summoned for allowing their steamer to be used for the conveyance or exportation of 500 tins of prepared opium on April 27.

Mr. Davidson discussed at considerable length as to the interpretation of the word "export" in the Ordinance, contending that a ship moored to a buoy was not used for the exportation of opium until the contraband was found on board before sailing. Mr. Davidson also addressed the Magistrate as to the penalty, classifying ship-owners in relation to the Ordinance under three heads, viz., those that were guilty; those who had been careless in taking precautions to prevent smuggling and the completely innocent owner.

After hearing arguments from both sides, His Worship intimated that he would consider his decision and would inform the parties concerned when he would deliver it.

THE DEFENCE.

Opening his address, Mr. Davidson said that the Ordinance was one of those passed to prevent people doing what they very much wanted to do, the smuggling of opium. It was, he thought, the experience of every country that when they wanted to do that, they had to be very drastic in their legislation, and this particular Ordinance was a case in point. It was obvious, for example, that to prove that nobody on board the ship was concerned in the smuggling of opium was from the start an absolute impossibility. If they took the language of the Ordinance in its ordinary meaning that had to be proved up to the hilt. It meant proving a negative, and a particularly difficult kind of negative at that. The only way in which it could be done was by showing who put the opium on board and that the person was not a member of the crew. The Ordinance being a drastic one might operate very harshly on individuals, as it might do in this case against his clients.

LEGAL INTERPRETATION.

After a careful examination of the Ordinance, said Mr. Davidson, he did not propose to contend that the language of the Ordinance would not in any means bear the meaning that a ship lying idle at her buoy was not being used to export opium. He was going to show that the Ordinance, if it could bear that meaning, could at any rate bear another, which was more reasonable and just and which would involve the acquittal of the defendants. Mr. Davidson said it was his duty to show that they had a right to rebut the case for the prosecution. The ship was not, in fact, ever used for the exportation of opium. She was at all material times and the only material time was when the opium was found on board—moored to her buoy in the harbour and never moved. Any ordinary person reading the section would assume that the offence aimed at was the actual carriage of opium either to the Colony or from the Colony. He thought his Worship must come to the conclusion that what was meant was the actual moving of opium in the ship. Mr. Davidson contended that it was absolutely impossible to prevent people taking opium on board a ship when she was lying in port. Unless the Magistrate accepted his reading of the Ordinance it meant that a search was absolutely useless. A successful search would simply expose the shipowners to prosecution. Mr. Davidson urged that a ship lying in port could not be said to be used for the exportation of opium. On the ground that they had rebutted the presumption that the ship, at the time the opium was found, was being used for the conveyance or exportation of opium, he asked that the case should be dismissed.

The Magistrate: I do not see why you should not go the whole way and say at once that this section cannot be interpreted to cover any conduct of the ship's crew at her buoy. Why not go further and say the general meaning of the section is not applicable. Mr. Davidson said that that was what he meant to convey.

ADEQUATE PENALTIES.

Continuing, Mr. Davidson said he wished to take the somewhat unusual course of addressing His Worship on the question of penalty. He did so for this reason, that to both the defendants and to all shipowners in the Colony it would be more satisfactory to obtain a decision on the question of principle as to the amount of the fine in this case, than to obtain an acquittal based on the actual construction of the Ordinance. He, Mr. Davidson, would actually prefer to lose on his first point and to be successful on his second in the interests of his

clients. The object of this Ordinance was obviously to make the smuggling of opium too expensive for shipowners. That is the reason and the only excuse for the gigantic fines. It is obvious that when shipowners have been found implicated in the smuggling of opium the Magistrate shall be empowered to impose such a heavy fine that it will probably swallow up the profits of many successful ventures. But the Ordinance does not deal only with the guilty owner; it deals also with the completely innocent owner and also with the owner who, though not implicated, has possibly been careless in taking precautions to prevent smuggling.

SUGGESTED NOMINAL FINE OF \$1.

Mr. Davidson mentioned that the fine provided under the original Ordinance was \$5,000, and under the amended Ordinance ten times the value of the opium. In the case of the guilty owner or of the owner who had neglected to take all precautions, it was easy for the Magistrate to come to a conclusion as to the proper fine to be imposed to deter owners or to induce them in the future to be a little more careful. But if the owner was both innocent and had taken all reasonable precautions, what fine was there to impose? What fine could be imposed except the usual nominal fine of \$1? Mr. Lloyd had admitted in cross-examination that if the owners in this case had discovered the opium themselves and had handed it over to the authorities there would have been no prosecution. The reason for that was quite obvious. If the owners had found the opium and handed it over, it would be conclusive evidence of their innocence and also of the fact of their having taken precautions, so that the owners in that case would be entitled to every consideration as having been both innocent and diligent. "We have proved ourselves to be innocent and are admitted to be diligent, so we are in precisely the same position as if we had discovered the opium ourselves and handed it over to the authorities," Mr. Davidson argued. "Therefore, I submit that a nominal fine is the only fine that can possibly be inflicted in this case. It is a curious fact that the revenue officers do not tell the shipowners that the opium is going to be put on board ship. They wait until it is on board, then go and seize it and fine the owner. No doubt that is done for perfectly good reasons. I do not mean to suggest that they are doing it as a kind of bad and clumsy joke. There are reasons why they want to seize it on board ship, but if that is so, why prosecute the owner?"

PRINCIPLE OF THE FINE.

In the course of further argument Mr. Davidson said that if the principle he had contended for was ruled out, if the Magistrate was to fine entirely at his own discretion, as a sort of mental toss up, might not the Court consider what was the largest fine that would not annoy the defendants and the smallest that would not disappoint the Government? That would be a very lamentable state of affairs.

The Magistrate: The only principle I can see is to consider what is the amount which would in the ordinary course lead to prevention.

Mr. Davidson: If the owner is admitted innocent what fine is going to deter the repetition of the offence? I do not know whether your Worship is going to contend that the greasers and cleaners of the "Loong Sang" are going to be so upset that they would mend their ways, or whether the owners should dismiss the crew and get a more virtuous one. The fact is that no fine can deter smuggling on this boat again, because no fine can deter the defendants, who are innocent. It cannot make them more diligent since they have been already diligent, and it cannot possibly deter the crew.

MR. HAZLERIGG'S ARGUMENTS.

Replying for the prosecution Mr. T. M. Hazlerigg, Assistant Crown Solicitor, said that it seemed to him if the Magistrate did not attribute to the word "exportation" the wider meaning given by the definition clause he deprived the Crown of all possibility of ever securing a conviction for exportation. It was obviously impossible for revenue officers to go on board ships when they were under way. If the wider meaning was not given to the word, at what period from the moment of the ship untying at the buoy did exportation commence? Did it commence at the boundary of the waters of the Colony or when the ship actually left the buoy? The difficulty of searching and the utter impossibility of securing any conviction under those conditions would render the section and every other section absolutely nonsensical. The only possible means of finding the person committing the offence was before the ship left the buoy.

MR. HAZLERIGG PROCEEDED TO CON-

tend that the weight of evidence showed that the crew was implicated.

Mr. Davidson: I must protest against that. There is no evidence of it.

Mr. Hazlerigg thought it was taxing the credulity of the Court too much to say that such a bulky package could be brought on board and secreted in very difficult hiding place, which took half an hour to do, without any person of the engine room staff or any mem-

FRAWLEY, COMPANY.

SUCCESSFUL OPENING LAST NIGHT.

The Frawley Co. opened their brief season last night with a performance of that most extraordinary of plays "The Cat and the Canary." Extraordinary in its conception, in its working and in its final denouement. It is quite safe to say that the audience was quite in the dark—the play is performed in a continual state of semi-darkness—until the final word, a regular O. Henry-like finish which in itself stamps the play as out of the ordinary. It was more or less last night, yet the thrills provided—sudden, unexpected, catching one-unawares, made cold shivers ascend with goose-like propensities. What would you? A man who died 20 years ago has his will read at dead of night to his surviving relatives. Then things begin to happen. A man disappears miraculously, mysteriously. A grim hand snatches a necklace from the chaste neck of a sleeping lady, who, aroused, harrows our feelings with dreadful shrieks—just as we imagine our own wife would do in similar circumstances! We recognise we are but giving a poor outline of a play that has excited America and England and set a standard for play-writers it must be difficult to follow. To give the thing conviction you need thespians of ability—such ability as is obviously the possession of the members of the Frawley Co. Miss Florence Roberts started to cry us—if we may put it that way, and as a West Indian servant with hoodoo ideas, she gave just the right touch and tone and make-up to convince us that spirits were about, that IT might even get us—poor innocent scribe though we be. Miss Adele Blood has a voice with music in it—except of course when she has to howl in that effective bedroom scene with "the hidden hand," a thing we had hitherto thought belonged only to war and to Germans. We was flections and risk being sacked by saying there is a deal of Blood in Miss B's acting. Another character refers to her normally as 100 per cent. good, and this applies also to her acting. On the humorous side—and this play is as funny as it is thrilling, Miss Betty Barnicoat and Mr. Bernard Nedell, especially shone. The other members of the cast were uniformly good. They all helped to create a spirit of mystery and suspicion—and they helped convincingly. That was also the opinion of an audience which shrieked at times hysterically and more often than not when its visible faculties had been tickled. Tomorrow night the Company give "Lawful Larceny" and throughout the week a succession of plays that should bring its own rewards—full houses. We confess to being anxious to see Eugene O'Neill's "Anna Christie." We count it a fortunate great American playwright's personality is to be revealed to us in one of the most important manifestations of his powers.

—C. G.

LONG SERVICE REWARDED.

"HEUNGSHAN'S" ENGINEER RETIRES.

Mr. G. W. Kew, the well known Chief Engineer of the Hongkong-Canton and Macao Steamboat Co.'s "Heungshan" retires to-morrow with the record of nearly 34 years' service with the Company to his credit. It is understood that he is the first officer in the Company's service who retires on the full scale of pension inaugurated in 1920 for officers of the floating staff.

Mr. Kew is a member of the well known local family of the same name to which belong the property and share brokers and dentists.

ber of the crew being cognisant of what was taking place. There was evidence from which the Magistrate could directly infer that some members of the crew knew what was going on.

Mr. Hazlerigg referred to Mr. Davidson's assertion that the defendant company had been the victims. The Crown's suggestion was that they were victims because they had failed to take the precautions which were necessary. The precautions should be taken before the sailing of the ship and not when she had left. Mr. Davidson has also mentioned that the revenue officers never informed the master of the ship. His instructions were that every step was taken to prevent the opium reaching the ship in the first place. If information was circulated there was bound to be a leakage, and the result would be that any search would be entirely useless.

DERBY SWEEP DISPUTE.

MR. GOLDRING'S EVIDENCE.

The hearing of the dispute over the winning ticket in the Chinese Club Sweepstake, drawn over the Hongkong Derby at the annual races early this year, was continued last evening. The rival claimants are Chik Soong Sing, and Mrs. Violet Chan. The former is represented by Mr. C. G. Alabaster, K. C., and the latter by Mr. Elsie Zeitlyn.

Before Mr. Alabaster continued his address, the Chairman, at the request of the Committee, announced that in future, any person who was not actually connected with the case would not be admitted to the proceedings, unless he had special permission from the Committee of the Club. The rule would not be enforced that night, but would be to-day.

Mr. Alabaster then went on with his case, dealing chiefly with telegrams and correspondence.

The first witness called was Mr. Phillip Wallace Goldring, the Shanghai solicitor upon whom Chik Soong Sing called after hearing that his ticket, which he had allowed to pass out of his hands, had won the sweep.

Mr. Goldring told the Court that Chik Soong Sing came to him late at night on March 2. He was extremely excited about Ticket No. 3066, which he told witness was the winning number in the Chinese Club Sweepstake at Hongkong.

He added that he had already handed his ticket, under a misapprehension, to Mr. Quinn, and was unable to find him. Witness told him to come the next day. He later had an interview with Mr. Quinn, when the latter said that the only ticket he had from Chik was 3076, which he produced. Witness communicated with Messrs. Lyson and Hall at Hongkong instructing them to get payment of the prize money stopped.

Mr. Zeitlyn, cross-examining the witness, asked: When you told Mr. Quinn what you were instructed to tell him, what was his demeanour?

He was very angry, and in a very bad temper. What I would call aggressive, in fact.

And if you had not been so impressive he would have punched your head. He was very indignant was he not?

Not indignant—aggressive. Did he say it was a "damned lie"?

He said he was going to sue Mr. Chik and me for slander.

Did he say it was a "damned lie"?

I really don't remember. As a solicitor (continued Mr. Zeitlyn), you know something of the shady side of business?

Well, we all do. When you saw the name on the ticket and it appeared to you, to have been in fresh ink you, with your professional experience of the shady side of life, thought it was a swindle?

Witness: Very reluctantly I concluded it was a "ramp."

Further cross-examined, witness said Mr. Quinn's name on Ticket 3076 had, in his opinion, been written in within an hour of its being brought to him by Quinn at the Shanghai interview.

Chik Soong Sing, the first claimant, then gave evidence of buying the ticket. He added that he was business manager of the China Specie Bank Shanghai.

The Court rose at a quarter to eleven and the case will be continued at six o'clock this evening.

BLAMED HIS WIFE.

CHIEF JUSTICE'S REPROOF.

At the Criminal Sessions, yesterday, Chan Sau and his wife Sai Fo Mui were found guilty of kidnapping a small boy at Yau-mai on April 24.

In sentencing the prisoners, the Chief Justice addressing the male prisoner said "you are a coward. Without saying a word for your wife, you have allowed her to take all the blame for a crime in which you were equally guilty. If I thought I were justified I should make yours the more severe sentence of the two. As it is, you will both go to prison for three years, with hard labour."

A Good Rule for the Home. Make it a rule of your home to always keep on hand a bottle of Chamberlain's Colic and Diarrhoea Remedy as a safeguard against bowel complaints. It cures cures promptly and unhousehold is safe without it. For sale by all Chemists and Storekeepers.

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FALSE SCALES.

"BARE-FACED CHEAT" CAUGHT OUT.

"You are a deliberate and bare-faced cheat" said Mr. R. E. Lind-sell to an old Chinese, the holder of stall No. 84, Western Market, at the Magistracy this morning, when he found him guilty of possession of a scale which was 12 per cent. against the purchaser.

According to a Chinese detective who accompanied Sergeant Lane, officer in charge of weights and measures, a visit was made to the market. Defendant on the approach of the officers, was seen to remove the scale from its peg, put it behind his back, then drop it onto the ground and to bring out another scale in its place. The Chinese detective attempted to recover the scale and only succeeded after a struggle with defendant's faki.

Defendant denied the allegation, saying that he did not use the scale in question. This, however, was of no avail. His Worship imposing the exemplary punishment of a fine of \$150 or two months' hard labour in default.

TO-DAY'S ADVERTISEMENTS.

IMPORTS AND EXPORTS OFFICE.

—KING'S BIRTHDAY.
This Department will be open for all purposes till noon on SATURDAY, the 2nd June, 1923.
Licensed Warehouses will be entirely closed on that day.
J. D. LLOYD, Superintendent,
Imports and Exports.
Hongkong, May 29, 1923.

BANK HOLIDAY.

In accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be closed for the transaction of PUBLIC BUSINESS on SATURDAY, 2nd June, 1923.
Hongkong, May 29, 1923.

NOTICE.

HONGKONG & CHINA GAS CO., LTD.

A number of April receipt forms have this day been stolen from the Company's Kowloon office.

The stolen forms are being reproduced on yellow paper and Kowloon customers are therefore requested to accept only such forms in connection with April accounts for May and onwards, the usual white paper will be reintroduced.

GEORGE CURRY,

Local Secretary.

Hongkong, May 29, 1923.

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THE Steamship "SUDAN," Captain R. M. M. COLLYER, R.N., carrying His Majesty's Mails, will be despatched from this Port on or about TUESDAY, 5th June, 1923, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until Noon, the day before sailing. The contents and value of all packages are required.

For further particulars apply to—MACKINNON, MACKENZIE & CO., Agents.

Hongkong, May 30, 1923.

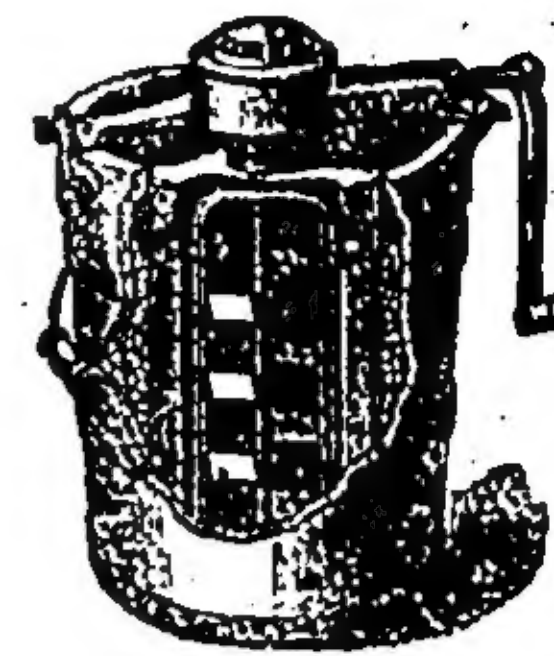
TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the China Mail, are charged for at the rate of \$1 each. (as announced in May and June of last year) providing that they do not occupy more than four lines. If future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

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ANDES MARUThursday, 21st June.

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M.S. "JAWA" 25th August 30th September

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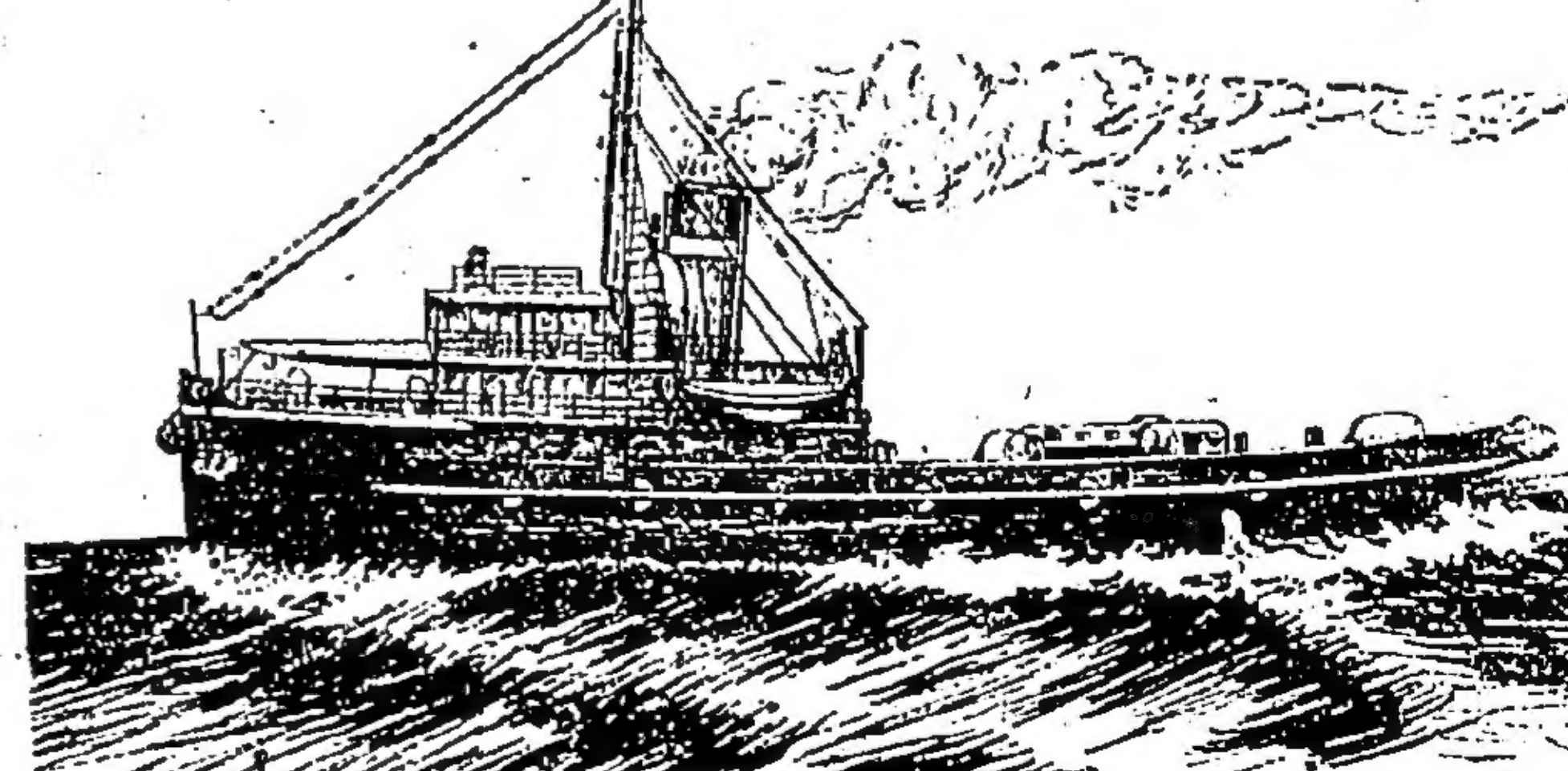
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EARLIER TELEGRAMS.

(Reuter's Service to the China Mail)

CONDITIONS IN CHINA.

Paris, May 28.
The Council of the Chinese Consortium held a meeting at which the present conditions in China were discussed. The conclusions arrived at have not been disclosed, but it is expected that they will be published after the Council has received the approval of the respective groups.**MOVEMENT OF STEAMERS.**The R.F.S. "Telesia" from Liverpool left Singapore on May 23 and is due here to day.
The E. & A. s.s. "Eastern" left for this port on May 20 at 4 p.m. and was due here to-morrow at about 3 p.m.
The N.Y.K. s.s. "Lion" (from Hongkong) left for Singapore on May 24 and is expected here on June 1.

The P. & O. s.s. "Devanha" left Singapore for this port on Monday May 28 at 8 a.m., with the outward English Mails, and is due here on Friday June 1 at about 4 p.m.

The C.P.S. R.M.S. "Empress of Canada" Capt. A. J. Hiley, R.N.R., Commander, will leave here for Victoria and Vancouver, B.C., via Shanghai (Wooten), Kobe and Yokohama at noon on June 2.

The C.P.S. R.M.S. "Empress of Asia" arrived at Yokohama on May 21 a.m., left Yokohama on May 21 p.m. and is due at Vancouver on June 1. It is due at Vancouver on June 1. It is due at Vancouver on June 1.

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HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINESailings—To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only).
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINESailings—To Macao—Daily at 8 a.m. and at 2 p.m. (Sundays at 8 a.m. only).
Sailings—From Macao—Daily at 8 a.m. and at 2 p.m. (Sundays at 4 p.m. only).

Further information may be obtained at the Company's Office, 4A, Des Voeux Road Central, Messrs. Tins, Cook & Son, or the American Express Company, Hongkong.

DODWELL & COMPANY, LTD.

NEW YORK BERTH

FOR BOSTON AND NEW YORK.

S.S. "KENDAL CASTLE"Sailing on or about 8th June.
S.S. "WYAT CASTLE"Sailing on or about 8th July.**LLOYD TRIESTINO**TAKING CARGO ON THROUGH BILLS OF LADING FOR
LEVANT, BLACK SEA & DANUBE PORTS.FUME having been re-opened for traffic, cargo is also
accepted for this port as through Bills of Lading.VESSELS HAVE ACCOMMODATION FOR PASSENGERS.
FOR SHANGHAI, YOKOHAMA AND KOBE.

S.S. "FUME-L"Sailing on or about 30th May

Passenger's Luggage can be insured at the office of the Agents.

FOR BRINDISI, VENICE, AND TRIESTE.S.S. "NIPPON"Sailing on or about 8th June
S.S. "FUME-L"Sailing on or about 28th June**NATAL LINE OF STEAMERS**

Regular Passenger and Cargo Service

**FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS**

S.S. "UMSINGA"Sailing on or about 31st May.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:

DODWELL & CO., LTD., Agents.**OSAKA SHOSHEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct
service via Singapore, Colombo, Suez and Port Said.**AMUR MARU**Thursday, 14th June
via SINGAPORE, SUEZ & EUROPE—via Saigon, Singapore,
Colombo, Suez & Port Said.**PANAMA MARU**Friday, 1st June
via SINGAPORE, SUEZ & EUROPE—via Saigon, Singapore,
Colombo, Suez & Port Said.**BOMBAY**Tuesday, 5th June
via SINGAPORE, SUEZ & EUROPE—via Saigon, Singapore,
Colombo, Suez & Port Said.**ALTAI MARU** (Calling at Penang)Thursday, 21st June
via SINGAPORE, SUEZ & EUROPE—via Saigon, Singapore,
Colombo, Suez & Port Said.**DETA & BANGKOK** via SINGAPORE & SINGAPORE—Regular Monthly
PASSENGER SERVICE.**RISHU MARU**Friday, 1st June
via SINGAPORE, SUEZ & EUROPE—via Saigon, Singapore,
Colombo, Suez & Port Said.**HONOLULU MARU**Thursday, 7th June
via SINGAPORE, SUEZ & EUROPE—via Saigon, Singapore,
Colombo, Suez & Port Said.**VICTORIA, SEATTLE, TACOMA & VANCOUVER**—via Shanghai and
Japan Ports taking cargo to OVERLAND PORTS U.S.A. Canada. Passenger
service.**HAWAII MARU** (Calling at Dairen)Sunday, 3rd June
via SINGAPORE, SUEZ & EUROPE—via Saigon, Singapore,
Colombo, Suez & Port Said.**NEW YORK** via PANAMASaturday, 7th July
via SINGAPORE, SUEZ & EUROPE—via Saigon, Singapore,
Colombo, Suez & Port Said.**JAPAN PORTS**—Shanghai, Dairen, Kobe & Yokohama. Sunday, 1st July**KEELUNG** via SWATOW & AMOY. These steamers have excellent
accommodation for 1st and 2nd class passengers.**KAIJO MARU**Every Sunday Noon.**AMAKUSA MARU**Every Sunday Noon.**TAKAO** via SWATOW and AMOY.**SOBU MARU**Thursday, 7th JuneFor sailing dates and further particulars please apply to:
K. SHIMA, Manager.

Tel. Central No. 4090. (No. 1, Queen's Building).

BOSTON & NEW YORK

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG.

S.S. "CANPA"via Suez Canal 8th June

S.S. "CITY OF PITTSBURG"via Suez Canal 18th June

S.S. "KREMUN"via Suez Canal 28th June

S.S. "DIOMED"via Suez Canal 8th July

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For freight and particulars apply to

SOUTHERNFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

(JOHN SWIRE & SONS, LTD.)

HONGKONG & CANTON HOLYOAK MASSEY & CO., LTD., CANTON.**H. HING & CO.**

LARGE STOCK OF SHIPBUILDING MATERIALS

viz. Steel Ship Plates, Angles and Bars.

Also Shipchandlery Articles.

Telephone No. 1112. 25, Wing Wo Street, Canton.

THE KWONG HIP LUNG CO., LTD.ENGINEERS and SHIPBUILDERS, BOILERMAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We work for efficiency and can accommodate any order
of 200 tons.

Town Office: 64, Canton Road Central, Hongkong. Tel. Central No. 41

Shanghai Office: 100, Nanking Road, Shanghai. Tel. Central No. 1

Sailings from Hongkong on application.

Hongkong, April 1, 1915.

CANADIAN PACIFIC STEAMSHIPS LIMITED**HOME VIA CANADA**

HONGKONG to England.

Via SHANGHAI, NAGASAKI, Kobe, YOKOHAMA, VANCOUR, MONTREAL & QUEBEC.

From Hongkong. Vancouver. From Canada. England.

E/Canada. June 2. June 18. E/France. June 23. June 29

E/Russia. June 14. July 1. E/Scotland. July 7. July 14

E/Australia. June 29. July 18. E/Montreal. July 27. Aug. 3

E/Asia. July 12. July 30. E/Scotland. Aug. 4. Aug. 10

Other Atlantic sailings every few days to Liverpool, Southampton,
Glasgow, Antwerp, Cherbourg and Hamburg.

Allotment of cabins on Atlantic steamers held here and through tickets issued.

Early reservation necessary.

Three Trans-continental Trains Daily.

Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary,
Winnipeg, Montreal and Quebec.**"CANADIAN PACIFIC THROUGHOUT"**

Passenger Department. Hongkong Office. Telephone 752 Cables. CACAPAC.

Freight and Express. Telephone 41 Cables. NAUPLUS.

NANYO YUSEN KAISHA.

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FORTNIGHTLY SERVICE

between

JAPAN, HONGKONG & JAVA.

For Batavia, Samarang & Sourabaya.

"BANDOENG MARU"sailing on or about 16th June.

"CHERIBON MARU"sailing on or about 7th July.

For Moji, Kobe, Osaka and Yokohama.

"CHERIBON MARU"sailing on or about 9th June.

"MACASSAR MARU"sailing on or about 24th June.

For further particulars please apply to:

K. SUZUKI,

Manager.

Tel. Central No. 2205. 2nd floor, Prince's Building.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE OF Fast, High Class Coast Steamers having good
Accommodation for First Class Passengers. Electric Light and Fans in Staterooms
and Saloons. Kitchens, etc.**SWATOW, AMOY & FOOCHEW.**

AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP CAPTAIN LEAVING.

RAIFONG Capt. Ellis Walker FRIDAY, 1st June at 12 Noon.

HAIOHONG Capt. J. S. Thomson TUESDAY, 5th June at 1 P.M.

HAIOHONG Capt. W. O. Pasmore FRIDAY, 8th June at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to:

DOUGLAS LAFRAIK & Co.

General Managers.

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE

OUTWARDS.

"CITY OF MANCHESTER" 8th June, Shanghai, Kobe, Yokohama.

HOMEWARDS.

"CITY OF TOKIO" 8th June, M'los, London, A'werp, & H'burg

"CITY OF MANCHESTER" 17th July, M'los, London, A'werp, & H'burg

PASSAGE RATES TO LONDON.

"A" Class Steamers 1st Class £24— 2nd Class £22—

"B" Class Steamers 1st Class £24— 2nd Class £22—

"C" Class Steamers 1st Class £24— 2nd Class £22—

N.B. "C" Class Steamers comprise those of the Cargo type which have accommodation for 4500
passengers, but do not carry Doctor or Stewards.

Subject to change without notice.

For further particulars apply to:

HOLYOAK MASSEY & CO., LTD.

Canton.

THE BANK LINE, LTD.

Tel. Central 789.

THE ADMIRAL LINE

SEATTLE & VICTORIA

SHANGHAI, KOBE, YOKOHAMA

SPECIAL THRU REDUCED RATES TO EUROPE.

PRESIDENT MCKINLEY (For Seattle) June 3rd

PRESIDENT JACKSON (Sailing Every 15 days) June 15th

MANILA SERVICE.

PRESIDENT JACKSON June 6th

ADMIRAL ORIENTAL LINE.

H. K. & Shanghai Bank Building.

KERR STEAMSHIP CO. INC. N.Y.

REGULAR MONTHLY SERVICE Between

JA. AM. CHINA, MANILA AND NEW YORK

via PANAMA CANAL.

Steamer From Expected Sailing For

For Freight and Further Particulars apply to

SHEWAN TOMES & CO.

Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT MAIL

EXPRESS FREIGHT SERVICE**TO LOS ANGELES AND SAN FRANCISCO****FROM HONGKONG BY DIRECT ROUTE**

S.S. "Doylestown" Doi Hongkong In port.

U.S.S.B. "Marsa" Doi Hongkong In port.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO VENEZUELA

SAILINGS FOR ATLANTIC STANDARD PORTS THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POST.

TO MANILA, CEBU, ILOILO & C. MEXICO.

U.S.S.B. "West Coast" Doi Hongkong In port.

U.S.S.B. "West Coast" Doi Hongkong In port.

TO MANILA AND SINGAPORE.

U.S.S.B. "West Coast" Doi Hongkong In port.

U.S.S.B. "West Coast" Doi Hongkong In port.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT LISTED.

FOR FULL INFORMATION APPLY TO

STRUTHERS & BARRY.

L. EVERETT, General Agent for

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15, Floss, Queen's Building.

G. F. BRADFORD, S. Agent.

HAMBURG-AMERIKA LINE.

OUTWARD from Hamburg, Bremen, Rotterdam and Antwerp.

HOMEWARD for Barcelona, Rotterdam, Antwerp and Hamburg via

Philippine Islands.

M.V. "ERMLAND" Leaving Hongkong about 21st June.

M.V. "PRUSSEN" Leaving Hongkong about 14th July.

AGENTS:

ARNHOLD & CO., LTD.

14, Charter Road. Phone Central No. 1500.

Canton—Carlson & Co. Macao—A. A. de Mello.

Swatow—Gehrder & Co. Amoy—Pasdag & Co.

Fochow—Siemens & Krohn. Manila (Outward O. Rand).

(Homeward E. V. V. V. & Co.)

C PORTLAND DIRECT P

and Transhipment for New Orleans, Mobile, Savannah,

Charleston, Baltimore, Philadelphia, New York and Boston.

COLUMBIA PACIFIC SHIPPING CO.

OPERATING UNITED STATES GOVERNMENT SHIPS

Vessels Doi Hongkong Return Singapore leaving

U.S.S.R. s.s. "Hawawee" 27th May 21st June

U.S.S.B. s.s. "Wawaleen" 7th June 21st July

U.S.S.D. s.s. "Montague" 21st June 21st July

ARNHOLD & CO., LTD.

Phone Central 1500. 14, Charter Road.

THE EAST ASIATIC COMPANY, LTD.

COPENHAGEN.

The M/S "MALAYA"

will be loading for Marseilles, Dunkirk, Rotterdam, Amsterdam,

Hamburg, Copenhagen and other Scandinavian

Ports, about 28th June.

Further sailings—

M.S. "PANAMA" 30th May 5th July

M.S. "BOLIVIA" 10th July 15th August

M.S. "AUSTRALIAN" 20th July 25th August

M.S. "JAVIA" 25th August 30th September

M.S. "AFRIKA" 10th September 15th October

M.S. "CHILE" 10th October 15th November

Subject to change without notice.

For further particulars please apply to:

JOHN MANNERS & CO., LTD.

Agents.

THE HONGKONG & WHAMPOA DOCK CO.,

TELEGRAPHIC ADDRESS "HONGKONG" HONGKONG

Codes Used: (A), A. R. U. Fifth Edition; Engineering: First and Second Editions.

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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Foundries, Forge Masters, Blacksmiths.

Steel Twin Screw Ocean-going Tug and Salvage Boat.

"Henry Rawick"

Built in England and owned by The Hongkong & Whampoa Dock Co., Ltd.

This ship is now in the service of the U.S. Navy and is being used as a

float crane for the purpose of lifting and lowering the hulls of the

USS "Albatross" and the USS "Albatross" and the USS "Albatross" and the

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P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, AND
ALL EUROPEAN PORTS.

**PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**
(Under Contract with H.M. Government.)

S. R.	Tons	From Hongkong (about)	Destination
"ALIPPORE"	5,478	30th May	Singapore, Penang and Bombay.
"ROUDAN"	6,700	4th June	S'pore, Penang, Colbo & Bombay.
"JEYPORE"	5,318	12th June	S'pore, Penang, Colbo & Bombay.
"SARDINIA"	6,680	18th June	Marseilles, London & Antwerp.
"DELTA"	6,097	27th June	S'pore, Penang, Colbo & Bombay.
"SICILIA"	6,813	30th June	S'pore, Penang, Colbo & Bombay.
"MALWA"	10,941	11th July	S'pore, Penang, Colbo & Bombay.
"DEVANHA"	6,092	15th July	Singapore, Colombo and Bombay.
"ROUDAN"	6,092	22nd July	Marseilles, London & Antwerp.
"KHIVA"	6,017	29th Aug.	S'pore, Penang, Colbo & Bombay.
"KASHMIR"	6,813	29th Aug.	Marseilles, London & Antwerp.
"SICILIA"	6,813	29th Aug.	S'pore, Penang, Colbo & Bombay.
"NACONIA"	6,017	29th Aug.	S'pore, Penang, Colbo & Bombay.
"DONGOLA"	6,017	29th Aug.	Marseilles, London & Antwerp.
"MANTUA"	10,902	29th Oct.	S'pore, Penang, Colbo & Bombay.
"KARNATA"	9,108	10th Oct.	Marseilles, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

"JANUS" 4,824 16th June Calcutta, via Singapore & Penang

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN" 4,000 2nd June (Manila, Sandakan, Thursday at Noon)

Frequent connections from Australia to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The Union P. & O. Royal Mail steamers to London via Cape Town.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"DEVANHA"	6,092	2nd June	S'hai, Manji, Kobe & Y'hama.
"ARAFURA"	6,000	12th June	Japan direct.
"MALWA"	10,941	17th June	Shanghai only.
"SICILIA"	6,813	18th June	Shanghai only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while waiting for the on carrying steamer.

Let Saloon Passengers may travel by B.S.N. Company's steamers between Singapore and Calcutta, or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Further Information, Passage Fare, Freight, Macks, etc., apply to—

MACKINNON, MACKENZIE & CO.

23, Des Voeux Road Central HONGKONG. Agents.

SAIGON, SWATOW, SINGAPORE AND HOIHOW RUN.

Special passenger accommodation—large and airy berth cabins fitted throughout with electricity, SPECIAL EXCURSION RATES Apply—SUN SAND STEAMSHIP COMPANY—20 Wing Lok St. West, Telephone Central 212.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE

FROM JAPAN.

June 3.—J.O.L. Tikioka.

25.—B. F. Tachibana.

Aug. 7.—B. F. Sarpedon.

FROM BANGKOK.

June 9.—E. A. Bintang.

FROM SINGAPORE.

June 12.—U.S.S.B. West Ivan.

FROM CALCUTTA.

June 7.—B. L. Talada.

FROM MANILA.

June 12.—U.S.S.B. West Ivan.

FROM SYDNEY AND MELBOURNE.

June 11.—E. A. Aradara.

July 6.—B. F. St. Albans.

Aug. 9.—E. A. Eastern.

Sept. 10.—B. F. Aradara.

Oct. 8.—E. A. St. Albans.

FROM PORTLAND.

June 7.—U.S.S.B. Wawilona.

FROM VANCOUVER.

June 4.—G.P.S. Empress of Russia.

July 5.—B. F. Philoctetes.

Aug. 26.—B. F. Tyndarus.

Sept. 23.—B. F. Achilles.

Oct. 4.—B. F. Tyndarus.

FROM SEATTLE.

June 4.—G.P.S. Empress of Russia.

July 5.—B. F. Tyndarus.

Aug. 26.—B. F. Achilles.

Sept. 23.—B. F. Tyndarus.

FROM LOS ANGELES.

June 24.—U.S.S.B. Mura.

FROM SAN FRANCISCO.

June 24.—U.S.S.B. Mura.

FROM EUROPEAN PORTS.

June 4.—B. L. Renavon.

July 5.—J.O.L. Tikioka.

Aug. 26.—B. F. Tyndarus.

Sept. 23.—B. F. Achilles.

Oct. 4.—B. F. Tyndarus.

SHADOWS BEFORE.

Coming Events Advertised
in The Mail.

ENTERTAINMENT.

May 30.—Coronet Theatre:
Norma Talmadge in "Smilin'
Through."

May 30.—World Theatre:
May McAvoy in "A Virginia
Courtship."

May 30.—Star Theatre: Constable
Talmadge in "In Search Of A
Sinner."

May 30.—Theatre Royal: T.
Daniel Frawley Co., "Lawful
Larceny," 9.15 p.m.

May 31.—Theatre Royal: T.
Daniel Frawley Co., "Smiling
Through," 9.15 p.m.

June 1.—Theatre Royal: T.
Daniel Frawley Co., "Anna
Christie," 9.15 p.m.

June 2.—Theatre Royal: T.
Daniel Frawley Co., "My Lady
Friends," 9.15 p.m.

June 4.—Theatre Royal: T.
Daniel Frawley Co., "The For
Three," 9.15 p.m.

June 5.—Theatre Royal: T.
Daniel Frawley Co., "The Gold
Diggers," 9.15 p.m.

SPORTING EVENT.

June 1.—1st Night Fete at the
V.R.C. at 9 p.m.

June 2.—Third Gymkhana of the
Hongkong Jockey Club, Race
Course, 3.30 p.m.

PUBLIC AUCTION.

May 31.—Lantern Bros., marine
engines, spare plugs, sewing
machine etc., Sales Rooms, 11 a.m.

COMPANY MEETINGS.

May 31.—Twenty-fifth ordinary
annual meeting of the "Star" Ferry
Co., Ltd., at Messrs. Jardine,
Matheson & Co.'s offices, at noon.

June 14.—Indo-China S.N. Coy.,
42nd ordinary general meeting,
Jardine Matheson's, noon.

June 14.—Extraordinary general
meeting of the Hongkong Land
Investment and Agency Co., Ltd.,
at Jardine Matheson's, 11.30 a.m.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELE-
GRAPH COMPANY, LTD.

The following unclaimed telegrams
are lying at the office of The
Great Northern Telegraph Company
(Limited):

Repta, from Shanghai.

Jocling, from Amoy.

Dover Jones Isolation Hospital, from
Ocheahinda.

Nagashima, from Osaka.

Kashio, from Shanghai.

Kadow's Comprehensive Dept Jardine
Matheson & Co., from Amoy.

Kutanekhong, from Yokohama.

N. LUND,
Act. Superintendent.

Hongkong, May 24, 1923.

EASTERN EXTENSION AUSTRAL- ASIA & CHINA TELEGRAPH CO.

List of unclaimed telegrams lying in
E. E. Telegraph Office, Hongkong.

B. Aloisi, from Bangkok.

Mather 07 Queen's Road, from
Johannesburg.

Nappomo, from Luebeck.

Wamenz, from Grand Rapids Mich.

R. M. MACALPINE,
Superintendent.

Hongkong, May 24, 1923.

HONGKONG TIDES.

The tide-table given below has been
compiled at the National Altimeter Office
in London from the result of the analysis
of observations taken by means of an
automatic tide-recording machine in the
Water Police Basin at Tsim Sha Tsui
during the years 1905-8.

The zero of the table corresponds with
the zero of the ascending in the Admiralty
Chart, which has been found to be 4 feet
below mean low water.

To obtain the depth of water on the
tide gauge at the Victoria Naval Yard
add 3 feet 4 inches, and on the gauge
at Lamoon Dock, Aberdeen, add 10
feet to the heights given in the table.

May 29 to June 4, 1923.

High Water Low Water

Standard Time Height Standard Time Height

Mon. 29. 5.18 12.1 5.18 12.1

Tue. 30. 5.19 12.1 5.19 12.1

Wed. 31. 5.20 12.1 5.20 12.1

Thurs. 1. 5.21 12.1 5.21 12.1

Fri. 2. 5.22 12.1 5.22 12.1

Sat. 3. 5.23 12.1 5.23 12.1

Sun. 4. 5.24 12.1 5.24 12.1

Mon. 5. 5.25 12.1 5.25 12.1

Tue. 6. 5.26 12.1 5.26 12.1

Wed. 7. 5.27 12.1 5.27 12.1

Thurs. 8. 5.28 12.1 5.28 12.1

Fri. 9. 5.29 12.1 5.29 12.1

Sat. 10. 5.30 12.1 5.30 12.1

Sun. 11. 5.31 12.1 5.31 12.1

Mon. 12. 5.32 12.1 5.32 12.1

Tue. 13. 5.33 12.1 5.33 12.1

Wed. 14. 5.34 12.1 5.34 12.1

Thurs. 15. 5.35 12.1 5.35 12.1

Fri. 16. 5.36 12.1 5.36 12.1

Sat. 17. 5.37 12.1 5.37 12.1

Sun. 18. 5.38 12.1 5.38 12.1

Mon. 19. 5.39 12.1 5.39 12.1

Tue. 20. 5.40 12.1 5.40 12.1

Wed. 21. 5.41 12.1 5.41 12.1

Thurs. 22. 5.42 12.1 5.42 12.1

Fri. 23. 5.43 12.1 5.43 12.1

Sat. 24. 5.44 12.1 5.44 12.1

Sun. 25. 5.45 12.1 5.45 12.1

Mon. 26. 5.46 12.1 5.46 12.1

Tue. 27. 5.47 12.1 5.47 12.1

Wed. 28. 5.48 12.1 5.48 12.1

Thurs. 29. 5.49 12.1 5.49 12.1

Fri. 30. 5.50 12.1 5.50 12.1

Sat. 31. 5.51 12.1 5.51 12.1

Sun. 1. 5.52 12.1 5.52 12.1

Mon. 2. 5.53 12.1 5.53 12.1

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Sun. 15. 5.66 12.1 5.66 12.1

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Thurs. 9. 5.91 12.1 5.91 12.1

Fri. 10. 5.92 12.1 5.92 12.1

Sat. 11. 5.93 12.1 5.93 12.1

Sun. 12. 5.94 12.1 5.94 12.1

Mon. 13. 5.95 12.1 5.95 12.1

After he had spent the customary 15 minutes or more with his salt and water and other inhalants and gargles, the singer would turn to his bath. While he proceeded with one of his valets might take to him in a low music rack, with some score placed so that during his splashing he could read. His second valet would be playing at the piano in a nearby room from a duplicate of the same score, and if Caruso happened so inclined he might sing a bit in half voice.

SHIPPING.

SUEZ CANAL PASSENGER TRAFFIC.

PRE-WAR FIGURES REGAINED.

Some very interesting comparisons are to be drawn from the latest statistics relating to the passenger traffic through the Suez Canal. They show that while the pre-war volume of movement has been recovered, there have been some striking changes in the distribution of the traffic. Eliminating the element of military passengers and certain special classes of travellers, such as deportees, repatriated persons, pilgrims, and so forth, the number of passengers in 1922 was practically equal to that in 1913, namely, about 156,000 in each of the two years.

In 1913, nearly 30,000 passengers, or about 19 per cent. of the total were carried in German or Austrian ships. In 1922 there were no Austrian ships on the Suez route, and the German navigation lines, which had re-established only a few of their former services, carried only a little more than 500. The statistics show which of the various national flags have profited by this change in the situation. Perhaps naturally it is the Dutch flag, better placed than any other for securing the temporary succession to the German traffic, which has reaped the greater advantage. The number of passengers on Dutch ships has doubled, being 28,000 in 1922, as compared with 14,000 in 1913. All the other principal flags show an advance, but the British still holds the first place, with more than half of the total movement, as indicated in the subjoined table—

	1913	1922
English	88,000	56
German	25,000	15
French	18,000	11
Dutch	14,000	28
Austrian	5,000	3
Italian	5,000	3
Japanese	3,000	3

All flags included, the percentages of the principal navigation companies in the passenger traffic of the two years compare as follows—

	1913	1922
Orient Steam Navigation Co.	21	15
Peninsular and Oriental	17	17
Norddeutscher Lloyd	11	11
Messageries Maritimes	10	11
"Nederlandsche" Co.	5	10
Rotterdam Lloyd	4	7
German East Africa Line	4	4
British India	3	4
Austrian Lloyd	3	3
Commonwealth Government Line	7	7
Ellerman Lines	3	5

(The Commonwealth Government Line was not in existence before the war.)

Considering the routes on which the passengers are distributed, and taking into account only the principal lines and the most distant countries served, but without reckoning intermediate calls, one obtains the following comparison—

Lines to—	1913	1922
Australia	39	28
British India	21	25
China and Japan	16	19
East Africa	10	7
Dutch Indies	8	18
French Indo-China	2	1

On the two most frequented routes, those to Australia and India, the situation of the British flag already preponderant in 1913, has still further improved. It constitutes practically a monopoly, with 44.5 per cent. of the traffic to Australia as against 1.5 per cent. for the French flag and 4 per cent. for other foreign flags, and with 92 per cent. on the Indian lines as against 7 per cent. for the Italian and 1 per cent. for other foreign flags.

On the routes to China and Japan and to East Africa it is the German companies who occupied the first place, followed closely by the French; now the French flag is the best represented, with 39 per cent. and 44 per cent. respectively, of the total traffic. In the relations with Japan it will be noticed from the appended table that a very largely increased share in the passenger traffic has been secured by the Japanese companies—

Flag.	1913	1922	1913	1922
German	33	1	37	—
French	29	39	29	44
English	20	31	24	39
Japanese	12	22	—	—
Austrian	4	—	—	—
Italian	—	—	—	—
Various	2	7	2	3

The passenger traffic on the lines to the Dutch Indies and Indo-China remains, as formerly, the exclusive monopoly of the Dutch and French companies.

U.S. SHIPPING BOARD'S STATEMENT.

Reports having been published concerning the United States Shipping Board which the controllers of the undertaking think are calculated to prejudice their existing regular lines, Mr. Huntington T. Moore, director for Europe, communicated with Washington, the headquarters of the Board. The following cablegram was received in reply—

"There is no justification for such rumours. Our services will be continued and European receivers and exporters absolutely safe in continuing to patronise our vessels. There has been no change in soliciting of East bound cargo by our agents here. In fact they have our instructions to continue to engage freight as they have in the past. Should Shipping Board decide to sell any of these lines to American owners it will only be done on understanding and guarantee that services be continued for a definite number of years at least with same regular sailings and good service they have been receiving so far."

Captain W. Wilson, the port representative at Liverpool, adds: "We beg to assure all interests that there will be no need for fear on the part of exporters and importers that our lines will be so curtailed that their interests will be jeopardised by continuing to do business with us."

TYNE TRADE'S INCREASE.

Sir William J. Noble, at the last meeting of the Tyne Commissioners, announced that, despite substantial reductions in the river dues, the receipts had surpassed the previous highest total by almost £250,000. There had been an increase of 37 per cent in the total quantity of oil fuel loaded and discharged. Oil fuel shipped as bunkers had increased 150 per cent.

Dealing with coal and coke shipments, Sir William said that, while the figures for last year had been exceeded by over £1,000,000, the figures for 1913 also had been exceeded to the extent of 500,000 tons. General merchandise figures, however, while much better than last year, were a long way behind the pre-war totals. The Commissioners were considering a further reduction of dues.

GENERAL NOTES.

The rate of freight from Colombo to Australia has been reduced by ten rupees a ton.

The dispute in connection with the wages of seamen engaged in Home coastwise traffic has been settled, the men accepting a reduction of 5 per cent. in wages.

In connection with the jubilee of the New-castle Wherry Co., the directors have presented gold, silver, and bronze medals to their employees according to length of service.

The huge Valentia flying boat, the third built by Messrs. Samuel Saunders and Co., for the Air Ministry, was launched at Cowes. It has a span of 112 ft., is fitted with two 650 horse-power Rolls-Royce condenser engines, weighs nine tons in flying trim, and has an estimated speed of 110 miles per hour.

The Swedish Merchant Marine on February 1, United States commerce reports state, totalled 2,901, the gross tonnage was 1,253,000 tons. Idle tonnage on the 1st January was reported as 22,000 tons, which was approximately 3 per cent. of the fleet, as compared with 27 per cent. idle a year ago.

Work has been suspended in the Blythwood Shipbuilding Yard, Scotstoun. This is the result of the holding up of ship-plates ordered from the Ruhr district of Germany, now in the occupation of the French. Only the shipyard staff have been retained, and about 1200 workmen have been temporarily added to the ranks of the unemployed.

Replying to Mr. E. Shinwell, in the House of Commons, on March 6, Sir Philip Lloyd-Greame stated that the number of lascars employed in British ship at the time of the Census taken on June 19, 1921, was 44,244, including 2,911 petty officers and 10,952 others in the deck department, 2,515 petty officers and 16,546 others in the engine room department, and 11,317 in the stewards' department.

American shipyards were building or were under contract to build for private shipowners 242 steel vessels of 280,278 gross tons on 1st March, according to figures just published by the Department of Commerce, states a Washington message. This compares with 235 steel vessels of 302,047 gross tons building or under contract for building on February 1. The figures do not include Government ships or ships building or contracted for by the United States Shipping Board.

The Messageries Maritimes' new liner "Aramis," constructed in the building yards of La Cironne, will shortly leave Bordeaux for Marseilles, whence she sails on her maiden voyage to China and Japan. She has a displacement of 20,320 tons and can carry 101 first-class passengers, 116 second-class, and 110 third-class. The oldest French navigation company thus possesses the most modern of French liners, artistically decorated and functionally appointed. Messrs. R. and W. Hawthorn, Leslie and

FUTURE FORCE.

WHAT ELECTRICITY IS GOING TO ACCOMPLISH.

Lord Haldane who has always taken a close practical interest in the development of electrical power was one of the speakers at the luncheon of the British Electrical Development Association at the Hotel Cecil. He spoke in glowing terms of the future of the electrical industry, and touched on the great social changes which he thinks will follow from the cheapening of electrical energy and its use in place of steam. He dwelt upon the importance of the industry keeping in touch with the fruits of the latest scientific research. The more people there were in the industry, he said, who had come from the universities, the more the industry would be prepared for changes that might come quite suddenly and might revolutionise it within a few months.

Speaking, he said, as a politician, he suggested that electrical industries suffered from want of knowledge in the public as to what electricity is and what it can do. "It is not true that labour creates wealth. It is mind that creates wealth. The electrical industry, which is providing new forms of energy and power, is establishing the domination of mind in the production of the wealth of the world."

The Coal Conservation Committee of which he was chairman five years ago came to the conclusion that the industries of the country which were at present run on 80,000,000 tons of coal could be run on 25,000,000. We could not hope to reach that ideal figure, but we could move towards that ideal if the public could be got to understand what electricity was. From that would follow a great development of electrical power. The two electrical Acts which were now law, opened up a new prospect. The electrical industry would develop enormously as soon as the manufacturing world realised that electrical power could be supplied at a fraction of the cost now incurred through the wasteful process of steam engines.

The skilled workman in this country was 50 per cent. worse off than the skilled workman in the United States, who had the advantage of coal nearer the surface than it was here, but we had an abundance of electrical power that could be used, and when this was realised there would be an awakening of the working classes. There was no industry with such a future. He thought that the future of the country itself depended upon it and he was keenly anxious to see it strengthened in every way by scientific knowledge.

The relative prosperity of the industry in a time of trade depression was commented on by the president, Mr. W. B. Woodhouse, who said it was due largely to the growing appreciation of electricity as an economic source of power. The growth was becoming so enormous that in a few years they would be overcome by demands for machinery and installation. Cheapness would eventually follow from abundance of supply. If electricity was to come into common use for cooking, people must be able to hire apparatus as they do from the gas companies.

Sir Kenneth Weldon Goodby, the well-known bacteriologist, discussed the value of electricity in medical research and hygiene. Electrical heating would give us a chance of abolishing smoke from the atmosphere, and with its absence of dust and noxious vapours would allow of a return to the old methods of cooking. He spoke of the dustcart as "one of the blots on our municipal system." He would like to see what he called "the half-electric house"—two thirds by electricity and the rest by the ordinary method of heating. A fire in a household was important for consuming dirt if proper fuel was used. Electricity could be used in the rest of the house.—*Manchester Guardian.*

Co., Hebburn, are reported to have received an order from the P. and O. Co., for building a large liner.

Vessels lost at sea in 1922 numbered 216 of 407,756 gross tons. Of this number sixty were under the American flag, including thirty-seven sail and twenty-three steam, of a total of 91,008 tons. The British lost fewer ships, but more tonnage, forty-five vessels of 114,000 tons. The total losses during the year included two from weather damage, 66 foundering and abandonments, 86 strandings, 18 collisions, 26 fires and explosions and 19 missing. During the same period the partial losses included 492 weather damage, 1,425 strandings, 1,818 collisions, 405 fires and explosions, 1,041 damages to machinery, shafts and propellers and 1,184 other casualties—a total of 6,609 compared with 5,200 in 1921 and 6,817 in 1920 and 4,818 in 1919.

NOTICE TO SHIPPER AND PASSENGERS.

REJECTED DEPARTURES.

CHINA COAST, ETC.

May 31—C. W. Suiyang.
June 1—D. L. Halfong.
1—L.O.S.N. Yusang.
2—C.P.S. Empress of Canada.
3—C.N. Davao.
4—L.O.S.N. Wungang.
5—L.O.S.N. Tungshing.
6—D. L. Halfong.
7—L.O.S.N. Kwanang.
8—C.P.S. Sochu Maru.
9—D. L. Halfong.
10—L.O.S.N. Kwanang.
11—J.O.J.L. Bluang.

June 1—D. L. Halfong.
2—C.N. Suiyang.
3—C.N. Suiyang.
4—L.O.S.N. Sochu Maru.
5—D. L. Halfong.

June 1—D. L. Halfong.
2—D. L. Halfong.
3—D. L. Halfong.

TAKAO.

June 7—O.S.K. Sochu Maru.

May 31—C. N. Suiyang.
June 1—B. F. Yusang.
2—N.Y.K. Empress of Canada.
3—C.P.S. Davao.
4—C.N. Suiyang.
5—L.O.S.N. Wungang.
6—C.N. Suiyang.
7—C.N. Suiyang.
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12—L.O.S.N. Wungang.

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7—C.N. Suiyang.
8—L.O.S.N. Wungang.
9—C.N. Suiyang.
10—L.O.S.N. Wungang.
11—C.N. Suiyang.
12—L.O.S.N. Wungang.

June 1—C. N. Suiyang.
2—N.Y.K. Empress of Canada.
3—C.P.S. Davao.
4—C.N. Suiyang.
5—L.O.S.N. Wungang.
6—C.N. Suiyang.
7—C.N. Suiyang.
8—L.O.S.N. Wungang.
9—C.N. Suiyang.
10—L.O.S.N. Wungang.
11—C.N. Suiyang.
12—L.O.S.N. Wungang.

Aug. 1—B. F. Yusang.
2—B. F. Yusang.
3—B. F. Yusang.
4—B. F. Yusang.
5—B. F. Yusang.
6—B. F. Yusang.
7—B. F. Yusang.
8—B. F. Yusang.
9—B. F. Yusang.
10—B. F. Yusang.
11—B. F. Yusang.
12—B. F. Yusang.

PHILIPPINE ISLANDS, ETC.

June 1—L.O.S.N. Yusang.
2—B. F. Yusang.
3—B. F. Yusang.
4—B. F. Yusang.
5—B. F. Yusang.
6—B. F. Yusang.
7—B. F. Yusang.
8—B. F. Yusang.
9—B. F. Yusang.
10—B. F. Yusang.
11—B. F. Yusang.
12—B. F. Yusang.

CEBU AND ILOILO.

May 30—U.S.S.B. West Cactus.

SANDAKAN.

June 2—E. A. Easton.

JAVA PORTS, ETC.

June 2—T.K.K. Rangoon Maru.
3—J.O.J.L. Tikiki.
4—N.Y.K. Van Closen.
5—J.O.J.L. Tikiki.
6—N.Y.K. Rangoon Maru.
7—T.K.K. Rangoon Maru.
8—J.O.J.L. Tikiki.

INDIAN PORTS, ETC.

May 31—L.O.S.N. Yusang.
June 1—L.O.S.N. Yusang.
2—B. F. Yusang.
3—B. F. Yusang.
4—B. F. Yusang.
5—B. F. Yusang.
6—B. F. Yusang.
7—B. F. Yusang.
8—B. F. Yusang.
9—B. F. Yusang.
10—B. F. Yusang.
11—B. F. Yusang.
12—B. F. Yusang.

PENANG.

June 1—N.Y.K. Rangoon Maru.
2—O.S.K. Altai Maru.
3—N.Y.K. Rangoon Maru.
4—B. F. Yusang.
5—B. F. Yusang.
6—B. F. Yusang.
7—B. F. Yusang.
8—B. F. Yusang.
9—B. F. Yusang.
10—B. F. Yusang.
11—B. F. Yusang.
12—B. F. Yusang.

BOMBAY AND COLOMBO.

June 2—P. & O. Lahore.
3—O.S.K. Altai Maru.
4—B. F. Yusang.
5—B. F. Yusang.
6—B. F. Yusang.
7—B. F. Yusang.
8—B. F. Yusang.
9—B. F. Yusang.
10—B. F. Yusang.
11—B. F. Yusang.
12—B. F. Yusang.

AUSTRALIAN PORTS.

June 2—E. A. Easton.
3—N.Y.K. Rangoon Maru.
4—B. F. Yusang.
5—B. F. Yusang.
6—B. F. Yusang.
7—B. F. Yusang.
8—B. F. Yusang.
9—B. F. Yusang.
10—B. F. Yusang.
11—B. F. Yusang.
12—B. F. Yusang.

SYDNEY AND MELBOURNE.

June 2—E. A. Easton.
3—N.Y.K. Rangoon Maru.
4—B. F. Yusang.
5—B. F. Yusang.
6—B. F. Yusang.
7—B. F. Yusang.
8—B. F. Yusang.
9—B. F. Yusang.
10—B. F. Yusang.
11—B. F. Yusang.
12—B. F. Yusang.

KAPAT PORTS.

June 1—L.O.S.N. Yusang.
2—N.Y.K. Rangoon Maru.
3—O.S.K. Altai Maru.
4—B. F. Yusang.
5—B. F. Yusang.
6—B. F. Yusang.
7—B. F. Yusang.
8—B. F. Yusang.
9—B. F. Yusang.
10—B. F. Yusang.
11—B. F. Yusang.
12—B. F. Yusang.

HONOLULU.

June 2—T.K.K. Rangoon Maru.
3—J.O.J.L. Tikiki.
4—N.Y.K. Van Closen.
5—J.O.J.L. Tikiki.
6—N.Y.K. Rangoon Maru.
7—T.K.K. Rangoon Maru.
8—J.O.J.L. Tikiki.

VANCOUVER, ETC.

June 2—O.P.S. Empress of Canada.
3—O.S.K. Altai Maru.
4—N.Y.K. Rangoon Maru.
5—B. F. Yusang.
6—B. F. Yusang.
7—B. F. Yusang.
8—B. F. Yusang.
9—B. F. Yusang.
10—B. F. Yusang.
11—B. F. Yusang.
12—B. F. Yusang.

HONOLULU.

June 2—T.K.K. Rangoon Maru.
3—J.O.J.L. Tikiki.
4—N.Y.K. Van Closen.
5—J.O.J.L. Tikiki.
6—N.Y.K. Rangoon Maru.
7—T.K.K. Rangoon Maru.
8—J.O.J.L. Tikiki.

VANCOUVER, ETC.

June 2—O.P.S. Empress of Canada.
3—O.S.K. Altai Maru.
4—N.Y.K. Rangoon Maru.
5—B. F. Yusang.
6—B. F. Yusang.
7—B. F. Yusang.
8—B. F. Yusang.
9—B. F. Yusang.
10—B. F. Yusang.
11—B. F. Yusang.
12—B. F. Yusang.

HONOLULU.

June 2—T.K.K. Rangoon Maru.
3—J.O.J.L. Tikiki.
4—N.Y.K. Van Closen.
5—J.O.J.L. Tikiki.
6—N.Y.K. Rangoon Maru.
7—T.K.K. Rangoon Maru.
8—J.O.J.L. Tikiki.

VANCOUVER, ETC.

June 2—O.P.S. Empress of Canada.
3—O.S.K. Altai Maru.
4—N.Y.K. Rangoon Maru.
5—B. F. Yusang.
6—B. F. Yusang.
7—B. F. Yusang.
8—B. F. Yusang.
9—B. F. Yusang.
10—B. F. Yusang.
11—B. F. Yusang.
12—B. F. Yusang.

Aug. 1—B. F. Yusang.
2—B. F. Yusang.
3—B. F. Yusang.
4—B. F. Yusang.
5—B. F. Yusang.
6—B. F. Yusang.
7—B. F. Yusang.
8—B. F. Yusang.
9—B. F. Yusang.
10—B. F. Yusang.
11—B. F. Yusang.
12—B. F. Yusang.

LOS ANGELES.



Seymour E. J. Cox, famous oil promoter and associate of Dr. Frederick Cook, alleged discoverer of the North Pole, is one of the more than a score of oil promoters indicted, along with Dr. Cook, on the charge of using the mails to defraud investors. Cox and his wife are both aviation enthusiasts. Cox having entered a fast Curtiss biplane a few years ago in the Gordon Bennett Cup races, in France. Mrs. Cox started the country at the same time by flying from Texas to New York, in a relay of expensive aeroplanes, to do a little shopping.



The vast throng about the home of "Divine Sarah" Bernhardt, in Paris, seeking to pay their last respects to the famous actress. Thousands of floral wreaths literally covered the casket of the dead woman.



Mrs. Helen Milner, shown here with her daughter, Charlotte, has filed suit against the second wife of her former husband, Mrs. Harriet Capper Milner, asking \$100,000 for alleged alienation of her affections. The first Mrs. Milner alleges that the second Mrs. Milner won her husband from her because she was wealthy. He married one year and one day after the divorce.



Here is the last photograph of "Divine Sarah" Bernhardt. She is shown in her Paris studio, taking with Leon Abrams, her motion picture director, between the scenes of the picture she was making at the time of her death. It was her one hope to live long enough to finish this picture, and her indomitable spirit carried her far with the production before she gave way to death. Mme. Bernhardt is shown wearing smoked glasses to protect her eyes from the glare of the powerful studio rays. She died a very few days after this picture was made.



Private J. M. Dalzell, just been presented the degree of Bachelor of Arts by the Washington and Jefferson University, sixty years after he left his studies there to join the Union Army at the outbreak of the Civil War.



Mrs. Marshall Field, of Chicago, widow of the famous merchant prince, has sailed for Europe to attend the wedding of her granddaughter, Miss Gwendolyn Field, to Captain Archibald Edmonstone, of the British Army.



Miss Katherine Finn is shown here with a watch that belonged to Napoleon, which has been in her family for 100 years. It was presented by the Emperor to Miss Finn's great grandfather, Henry Vogt, who saved the "Little Corporal" from serious injury and possible death when Napoleon's horse became unmanageable.



Laurence Vail Coleman, has been elected Secretary of the American Association of Museums.



Robert S. Regar has been appointed Chief Clerk of the American Post Office Department, succeeding Chief Clerk Mooney.



Thomas C. Hubbard, famous writer and poet, creator of the "Old Cap. Collier," that enthralled boys of a generation past, is seriously ill at his home.



Joseph Bernhardt, half-brother of the "Divine Sarah," showed little grief when told of the death of the great actress, toward whom he was very bitter. Bernhardt runs a little furniture repair shop. He says the actress could have done much for him when at the height of her glory, but that she did nothing.



Shortly after the death of Lord Northcliffe, the English publisher, rumours held that on his deathbed he had asked his widow to marry his lifelong friend, Sir Robert Arundell-Hudson. Whether this report be true or false, Lady Northcliffe has now become the bride of Sir Robert, at Hildesbury, England. She inherited the £8,000,000 Northcliffe estate.



THE NEW REMINGTON PORTABLE TYPEWRITER.

"COMPACT AS A WATCH"

STANDARD KEYBOARD
NO SHIFTING FOR FIGURES.

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EYES RIGHT

If not consult the
CHINESE OPTICAL CO.
47 Queen's Road Central.



The house recommended by
many local doctors for its
accuracy and cheapness.

SEE US THEM SEE.

BRINGING UP FATHER



EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

REPARATIONS PROBLEM.

PARIS, May 29th.
The Belgian Government's proposals for a settlement of the reparations question, as recently submitted to the French Government, according to *Le Matin*, aims at securing a total payment of 20,000,000,000 p.m. the yield from Allied participation in German industrial concerns to the extent of 25 per cent. Payment would be secured through the establishment of large companies throughout Germany, in which the Allies would "considerably participate for the purpose of controlling the production and sale of certain commodities. The companies would also operate German Government monopolies, like the railway. Altogether, it is estimated that the Belgian proposals would yield 210,000,000 annually; namely, 10 per cent. interest on 20,000,000,000.

LONDON, May 29th.
Events are moving quickly towards another attempt to settle the reparations problem, although, up to the present, there is no confirmation of the Berlin report that the German Government is sending three representatives to London in order to seek British advice.

On the other hand the German Government is negotiating with the industrialists in regard to obtaining their co-operation in making a new offer. The industrialists have offered 210,000,000 as their share with an annual sum of 23,000,000 to be paid to the Allies. The German Socialists declare that this is inadequate.

LONDON, May 29th.
Nothing is known in authoritative quarters in London in regard to the reported visit to London of three German representatives in order to sound the British Government in regard to the reparations proposals.

It is emphasized that the British Government's position in the matter has not changed, and there can be no question of Great Britain advising Germany in regard to an offer that may be acceptable by France and Belgium, as the question lies between France and Germany. Great Britain, though anxious that a satisfactory offer should be made, will not interfere.

BRUSSELS, May 29th.
Premier Poincaré has informed the Belgian Foreign Minister, M. Jaspar, that he will come to Brussels on June 6th for Franco-Belgian discussions on the reparations question.

CRISIS IN GERMANY.

LONDON, May 29th.
It is reported from Berlin that the position of Herr Cuno's Government is precarious. The powerful Centre Party, headed by ex-Chancellor Wirth, are vigorously attacking the Ministry and even the Democrats, who are the strongest supporters of the Cuno Government, are discontented.

The Communist Party is apparently increased, and it is feared that the orders in the Ruhr area may spread to the unoccupied portions of Germany. Already there have been sporadic disorders in Saxony, while the situation at Berlin is said to be critical.

U.S. SHIPPING BOARD FLEET.

WASHINGTON, May 29th.
The Shipping Board has received a definite informal offer for the purchase of the entire active portion of the merchant fleet. It is stated that the amount offered is about a billion dollars, and it is also asserted that the group making the offer have the highest financial standing.

U.S. LIQUOR RULING.

NEW YORK, May 29th.
The Times Washington correspondent says that a careful study of the Supreme Court's liquor decision has forced the experts of the Treasury Department to the conclusion that there is little if any chance of meeting the desires of foreign interests.

The World's Washington correspondent says that Mr. A. Mellon (Secretary of the Treasury) has stated that he is trying to draft regulations to meet foreign objections, but that the Court's decision leaves him but little latitude.

THE DERBY.

LONDON, May 29th.
Following are the probable starters and riders in the Derby:
Boldandbad..... J. J. Brennan.
Skins..... H. Beasley.
Pharos..... Gardner.
Locality..... Hulme.
Parth..... Walker.
Papyrus..... Jellin.
Meadow..... G. Smith.
Portman..... McGee.
Kinnaird..... Whalley.
Ellangowan..... Elliott.
Twelvepinner..... Carls.
Town Guard..... Archibald.
Knockando..... Donoghue.
Dorrie..... Skelton.
Safely First..... Skelton.
Riders have not been secured for Helios, Prudential and Roger de Hual.

OBITUARY.

The death is announced of Lord Chaplin.
[Lord Henry Chaplin J.P. D.L. was born Viscount, or 1910, of the County of Warwick in the county of Lincoln; M.P. Mid Lincolnshire 1893-1906; Chancellor of Duchy of Lancaster 1898-1899; President of Board of Agriculture, 1899-1902; M.P. (Unionist), Wiltshire Division of Surrey 1907-1910; Deceased was in his eighty-third year.]

BRITAIN AND RUSSIA.

LONDON, May 29th.
M. Krasin had a prolonged conversation with Lord Curzon, and it is understood that the latter was more or less satisfied with the Soviet attitude, except as regards propaganda. M. Krasin is communicating with Moscow on this matter.

A Light Car for home leave

Business and professional men and others about to proceed home on leave are offered unusual facilities for acquiring a Light Car. Specialist have made arrangements by which any car may be purchased on payment of a small deposit (from £37 10s.), the balance being paid by easy installments. At the end of the year, if desired, they will, if desired, take the car for re-sale on commission on specially advantageous terms. Many who availed themselves of these facilities last year have written most appreciative letters, from which the following are typical extracts:
(1) "I thank you very much for your attention and courtesy. I shall have much pleasure in recommending your company to my friends as my return to the car."
(2) "You were very helpful to me when I thought of selling the car, and you could have saved for me a very good price indeed."
(3) "Should I find any of my friends desirous of a good Light Car will increase the enjoyment of my leave and the recent drastic price reductions bring it within the reach of most. Auto-John Ltd. are authorized agents for the leasing make, and arrange all details with regard to taxation, license, insurance, etc. Write to-day for catalogue and full particulars of special 'leave' offer to: AUTOVEYORS Overseas Service Dept. LTD. 84 VICTORIA ST. LONDON, S.W.1 Telegrams: Cable: 'Autoveyors, London'.

AUTOVEYORS

AN APPEAL TO BRITONS IN CHINA.

100,000 DOLLARS URGENTLY NEEDED FOR THE "ARETHUSA" TRAINING SHIP.

2,000 OLD BOYS HAVE JOINED THE ROYAL NAVY. AND 6,000 THE MERCHANT SERVICE.

THIRTEEN MAJESTIES THE KING AND QUEEN. H.M. THE PRINCE OF WALES. Chairman and Treasurer. G. R. MALLORY, Esq. Dep. Chairman: H. CLAYTON, Esq. Chairman of this Committee: HENRY F. DEVLIN, Esq. H. J. WILSON, WALKER and HENRY W. COVELAND.

Cheques, Drafts, etc. should be made payable to and sent to: THE SHAFTESBURY HOMES & ARETHUSA TRAINING SHIP 164 Shaftesbury Avenue, London, W.2.

FARES FOR PUBLIC VEHICLES.

The fares prescribed for public vehicles are as follows:—
In the Island of Hongkong, Causeway Road and Lower Levels, and in Kowloon, and New Kowloon.

RICKSHAS.

Five minutes..... 5 cents
Ten minutes..... 10
Quarter hour..... 15
Half hour..... 20
One hour..... 30
Two hours..... 40
Three hours..... 50
Four hours..... 60
Five hours..... 70
Six hours..... 80
Seven hours..... 90
Eight hours..... 100
Nine hours..... 110
Ten hours..... 120
Eleven hours..... 130
Twelve hours..... 140
Thirteen hours..... 150
Fourteen hours..... 160
Fifteen hours..... 170
Sixteen hours..... 180
Seventeen hours..... 190
Eighteen hours..... 200
Nineteen hours..... 210
Twenty hours..... 220
Twenty-one hours..... 230
Twenty-two hours..... 240
Twenty-three hours..... 250
Twenty-four hours..... 260
Twenty-five hours..... 270
Twenty-six hours..... 280
Twenty-seven hours..... 290
Twenty-eight hours..... 300
Twenty-nine hours..... 310
Thirty hours..... 320
Thirty-one hours..... 330
Thirty-two hours..... 340
Thirty-three hours..... 350
Thirty-four hours..... 360
Thirty-five hours..... 370
Thirty-six hours..... 380
Thirty-seven hours..... 390
Thirty-eight hours..... 400
Thirty-nine hours..... 410
Forty hours..... 420
Forty-one hours..... 430
Forty-two hours..... 440
Forty-three hours..... 450
Forty-four hours..... 460
Forty-five hours..... 470
Forty-six hours..... 480
Forty-seven hours..... 490
Forty-eight hours..... 500
Forty-nine hours..... 510
Fifty hours..... 520
Fifty-one hours..... 530
Fifty-two hours..... 540
Fifty-three hours..... 550
Fifty-four hours..... 560
Fifty-five hours..... 570
Fifty-six hours..... 580
Fifty-seven hours..... 590
Fifty-eight hours..... 600
Fifty-nine hours..... 610
Sixty hours..... 620
Sixty-one hours..... 630
Sixty-two hours..... 640
Sixty-three hours..... 650
Sixty-four hours..... 660
Sixty-five hours..... 670
Sixty-six hours..... 680
Sixty-seven hours..... 690
Sixty-eight hours..... 700
Sixty-nine hours..... 710
Seventy hours..... 720
Seventy-one hours..... 730
Seventy-two hours..... 740
Seventy-three hours..... 750
Seventy-four hours..... 760
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Seventy-six hours..... 780
Seventy-seven hours..... 790
Seventy-eight hours..... 800
Seventy-nine hours..... 810
Eighty hours..... 820
Eighty-one hours..... 830
Eighty-two hours..... 840
Eighty-three hours..... 850
Eighty-four hours..... 860
Eighty-five hours..... 870
Eighty-six hours..... 880
Eighty-seven hours..... 890
Eighty-eight hours..... 900
Eighty-nine hours..... 910
Ninety hours..... 920
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Ninety-two hours..... 940
Ninety-three hours..... 950
Ninety-four hours..... 960
Ninety-five hours..... 970
Ninety-six hours..... 980
Ninety-seven hours..... 990
Ninety-eight hours..... 1000
Ninety-nine hours..... 1010
One hundred hours..... 1020
One hundred and one hours..... 1030
One hundred and two hours..... 1040
One hundred and three hours..... 1050
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One hundred and nine hours..... 1110
One hundred and ten hours..... 1120
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One hundred and twelve hours..... 1140
One hundred and thirteen hours..... 1150
One hundred and fourteen hours..... 1160
One hundred and fifteen hours..... 1170
One hundred and sixteen hours..... 1180
One hundred and seventeen hours..... 1190
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One hundred and nineteen hours..... 1210
One hundred and twenty hours..... 1220
One hundred and twenty-one hours..... 1230
One hundred and twenty-two hours..... 1240
One hundred and twenty-three hours..... 1250
One hundred and twenty-four hours..... 1260
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One hundred and twenty-six hours..... 1280
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One hundred and twenty-nine hours..... 1310
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One hundred and thirty-four hours..... 1360
One hundred and thirty-five hours..... 1370
One hundred and thirty-six hours..... 1380
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One hundred and thirty-eight hours..... 1400
One hundred and thirty-nine hours..... 1410
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One hundred and forty-one hours..... 1430
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One hundred and forty-four hours..... 1460
One hundred and forty-five hours..... 1470
One hundred and forty-six hours..... 1480
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One hundred and forty-eight hours..... 1500
One hundred and forty-nine hours..... 1510
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One hundred and fifty-six hours..... 1580
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One hundred and fifty-eight hours..... 1600
One hundred and fifty-nine hours..... 1610
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One hundred and sixty-one hours..... 1630
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One hundred and sixty-three hours..... 1650
One hundred and sixty-four hours..... 1660
One hundred and sixty-five hours..... 1670
One hundred and sixty-six hours..... 1680
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One hundred and sixty-nine hours..... 1710
One hundred and seventy hours..... 1720
One hundred and seventy-one hours..... 1730
One hundred and seventy-two hours..... 1740
One hundred and seventy-three hours..... 1750
One hundred and seventy-four hours..... 1760
One hundred and seventy-five hours..... 1770
One hundred and seventy-six hours..... 1780
One hundred and seventy-seven hours..... 1790
One hundred and seventy-eight hours..... 1800
One hundred and seventy-nine hours..... 1810
One hundred and eighty hours..... 1820
One hundred and eighty-one hours..... 1830
One hundred and eighty-two hours..... 1840
One hundred and eighty-three hours..... 1850
One hundred and eighty-four hours..... 1860
One hundred and eighty-five hours..... 1870
One hundred and eighty-six hours..... 1880
One hundred and eighty-seven hours..... 1890
One hundred and eighty-eight hours..... 1900
One hundred and eighty-nine hours..... 1910
One hundred and ninety hours..... 1920
One hundred and ninety-one hours..... 1930
One hundred and ninety-two hours..... 1940
One hundred and ninety-three hours..... 1950
One hundred and ninety-four hours..... 1960
One hundred and ninety-five hours..... 1970
One hundred and ninety-six hours..... 1980
One hundred and ninety-seven hours..... 1990
One hundred and ninety-eight hours..... 2000
One hundred and ninety-nine hours..... 2010
Two hundred hours..... 2020
Two hundred and one hours..... 2030
Two hundred and two hours..... 2040
Two hundred and three hours..... 2050
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Two hundred and eight hours..... 2100
Two hundred and nine hours..... 2110
Two hundred and ten hours..... 2120
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BUSINESS DIRECTORY

Banks

The Bank of Canton, Ltd.,
Des Voeux Road Central.

Asia Specie Bank, Ltd.
5, Duddell Street.

The Chinese Merchants' Bank, Ltd.,
Alexandra Bridge, Chater Road.

Building Contractors

Wing On & Co.
Building Contractors.
24, D'Aguilar Street. Tel. Cen. 1867

Coal Merchants

Wan Ming & Co. (Sole) Dodwell & Co.,
Eds., Colliery & Steamship Owners.
Wholesale Coal, Coke, Firebricks.

S. Kimura & Co.
1, Connaught Road Central.

Chong Hang & Co., Coal Merchants
5 Des Voeux Rd. Cen. Tel. Cen. 3736

Material & Co., 5 Queen's Road Central,
Merchants, Coal Contractors and
Shipping Agents—Phone Cen. 1545.

Cotton Yarn Importers

Yoshida Kabanishi Kaisha.
Importers Cotton Yarn & Piece
Goods; No. 7 Macartney Bank
Building. Tel. Cen. 3774 and 3208

Curio Dealers

Lee Hing, Chinese Curios & Silver Ware

Dentist

Harry Fong, Dentist,
1st floor, No. 74, Queen's Road
Central, Tel. Cen. No. 1255.

Electrical Suppliers

San Hing Co., Electric plates and
Electrical Control also Typewriter
Supplies, 10 Pottinger St. Tel. Cen. 3580

Engineers & Shipbuilders.

W. S. Bailey & Co., Ltd.,
Engineers & Shipbuilders,
Bowling Bay
See Work & Repair
Call Ring 11.

Glass Merchants

A. Ling & Co., Glass Merchants,
Furniture, Mirrors and Glassware
Manufacturers, Electro-plated Glass
and Crockery Ware and Photo
Supplies, 19, Queen's Road Central,
Tel. Cen. No. 1918.

Hotels

Palace Hotel, Kowloon—Corner of
Hampden and Harkness Roads. Few
minutes from ferry.

Importers & Exporters

Sho Bros. & Co., Importers and
Exporters and Commission Agents.
Des Voeux Road.

Swong Sun & Co., 55 Queen's Road
Central, No. 55, Chung King Street,
Swong King Him (Asst.) Tel. Cen. 3189.

Swanda Trading Co.,
Importers and Exporters,
31 Queen's Road Central, Tel. Cen. 1356

Sam Hing Loong,
17-19 Queen's Road Central,
General Storekeepers, Wine & Cigar
Merchants, General Importers,
Exporters of Chinese Produce.
Tel. Cen. 351.

Stall & Co., P. O. Box 316

Land & Estate Agents

Wan Yick Chee, Land & Estate agents
Tel. Cen. 311-157.
25, Queen's Road Central.

Leather Goods

Sam Hing Saitase Co.,
Best makers of Leather Suitcases,
Hand Bags, Trunks, etc.
Pottinger St., 208 Queen's Rd. Ch.
and 28 Hillier St.

Sho Hing, 254 Des Voeux Road, Mann
Jewellers of Leather Suitcases, Hand
Bags, Trunks, etc.

Merchants

Asia Commercial & Development Co.,
China Bank Buildings (2nd floor) Tel. 3909

Sho, J. & Co., Alexandra Building.

Millinery

Madame Lily, Alexandra Building,
Latest models and creations from
Paris in Frock and Millinery.
"The Centre of Fashion."

Miners

Asia Commercial Co., Ltd.,
Miners, Importers and Exporters
44-46 Queen's Road Ch. Tel. Cen. 3292.

Modistes

Madame Violet,
21, Queen's Road Cen. Tel. Cen. 359.
(Latest Fashion in Hats)

Optician

The Hongkong Optical Co. Phone 322.
24, Queen's Road Central

Sho, J. & Co., 24, Queen's Rd. Central

Photographers

See Cheung, Photographer,
22, Ice House Street,
7 Rosefield Avenue (Branch).
Developing & Printing undertaken.

Printers

The "China Mail" General Printers,
Publishers and Bookbinders,
5, Wyndham Street. Tel. Cen. 22.

Scales

Mustard & Co., Connaught Road Ch.

Ship Chandlers

Chung Fook, 78 Connaught Rd. Ch.
First floor. Tel. Cen. 639.
Shipchandler, Stevedores and
Comproadors.

Wang Kee & Co., Shipchandler,
Comproadors, Stevedores & Coal
Merchants, 24, 26 & 28, Connaught Road, Tel.
Cen. No. 948.

Shipowners

Man Wing S.S. Co., Ltd.,
38 Bonham Street West, Tel. Cen. 1710
Regular fortnightly service
Hongkong and Haiphong via Hainan
a.s. "Haitan"

Thai Thuan S.S. Co., Ltd.,
147 Wing Lok Street, East, Tel. Cen. 33
a.s. "Dorwest" a.s. "Bourbon"
between Hongkong and Saigon.

Shoemakers

Jun Kee, Dealer in Sewing Machine
and Accessories, Boot & Shoe Maker,
7 Pottinger Street.

WONG SHU WOOD
BOOTS, SHOES & SUPPLIES FOR LADIES, GENTS
& CHILDREN, BEST DESIGN, PRICE MODERATE
21, POTTINGER ST. PHONE 1115.

Silk Stores.

D. Chellaram, Royal Silk Store,
38a Queen's Road Central, Satin
Crepe de China, Georgette and
Brocade Silks.

Pohoomall Bros., 88, Queen's Rd. C.

Tailors

Hongkong Tailoring Co.,
Ladies' and Gents' Tailors,
10, D'Aguilar Street. Now Materials
of all descriptions. Tel. Cen. 2890.

Ab Young, Tailors, Drapers & Out-
fitters, Hat & Clothing, Suits made
to order, No. 74, Queen's Road
Central, Tel. Cen. No. 2890.

Sing Cheong,
Ladies' and Gentlemen's Tailor,
24, Wyndham Street, 2nd floor.

Tobaccos, Cigarettes.

British American Tobacco Co.
(China), Ltd. 15-19 Connaught Road.

Typewriters, Etc.

Mustard & Co., Connaught Road Ch.

Wine & Spirit Merchants

Kwan Tye, General Storekeeper
Wine & Spirit Merchant,
No. 103, Queen's Road Central

LATEST SHIPPING NEWS.

ARRIVALS.

Glenariffe, (J. M. & Co.) from
Shanghai—A5.
Yusang, (J. M. & Co.) from
Shanghai, Swatow—Co's Wharf.
Yatsing, (J. M. & Co.) from
Shanghai, Swatow—Co's Wharf.
Hui Fong, (Douglas & Co.) from
Fookchow, Swatow—Co's Wharf.
Hydrangea, (Chin On) from
Swatow—Co's Wharf.
Nyanza, (P. & O.) from Yoko-
hama, Shanghai—A1.
Alipore, (P. & O.) from Moji—
A3.
Hulchow, (B. & S.) from Tientsin,
Swatow—C45.
Suiyang, (B. & S.) from Canton.
Bo.
West Cactus, (St. & Barry) from
San Francisco, Taku Bar Anchor.
Huiyang, (Yuen Seng Fat) from
Canton—C16.
Proteus, (Larsen & Co.) from
Bangkok—C38.

DEPARTURES.

Kalgan, (B. & S.) for Bangkok,
Swatow—May 29.
Tjialak, (J. C. J. L.) for Batavia,
Banka—May 29.
Soochow, (B. & S.) for Shanghai,
Amoy—May 29.
Yu Sang, (J. M. & Co.) for Canton.
May 29.
Flume-L., (Dodwell & Co.) for
Yokohama, Shanghai—May 30.
Tai Sang, (J. M. & Co.) for Tain-
to, Swatow—May 30.
Lake Farrar, (Ad. Line) for
Singapore, Hongay—May 30.
Hulchow, (B. & S.) for Canton—
May 30.
Nyanza, (P. & O.) for London,
Singapore—May 30.
Glenariffe, (J. M. & Co.) for Lon-
don, Singapore—May 30.
Alipore, (P. & O.) for Bombay,
Singapore—May 30.
Tung Hing, (Shin Cheong) for
Fort Bayard—May 30.
Alawa Maru, (Suzuki & Co.) for
Keelung—May 30.
West Cactus, (St. & Barry) for
Maitia—May 30.
Huiyang, (Yuen Seng Fat) for
Salmon, Swatow—May 30.
Tjialak, (J. C. J. L.) for Yoko-
hama, Shanghai—May 30.

WEATHER REPORT.

May 30d 11h 35m.—Warning to
Hongkong, Coast Ports, etc.—A
typhoon of unknown intensity
within 60 miles of Lat 16 N. Long.
109 E., moving West.

May 30d 11h 35m.—Pressure is
highest to the N.E. of the Bonins.
It has increased considerably over
N.E. Japan and decreased moder-
ately over S.W. Japan and at
Toumo. Changes are slight
elsewhere.

A V-shaped depression covers
Korea and the Sea of Japan.
The typhoon in the China Sea is
moving westward. It will probably
pass near Tournai this evening.

Hongkong rainfall for the 24 hours
ending at 10 a.m. to-day, 0.85 inch.
Total since January 1st, 11.49 inches.
Against an average of 31.83 inches.
Forecast for the 24 hours ending at
noon on May 31, 1923.

1.—Formosa Channel. E. winds,
moderate; variable occasional rain.
2.—South coast of China between
Hongkong and Lamooka. E. winds,
moderate; variable occasional rain.
3.—Hongkong to Cap Rock. E. winds,
moderate; variable occasional rain.
4.—South coast of China between
Hongkong and Hainan. N.E. to E.
winds, strong moderating.

ROYAL OBSERVATORY.

HONGKONG.

DAILY WEATHER REPORT.

MAY 30, 1923.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind.	
					Direction.	Force.
Vidivostok	8.1	29.71	83	...	N	3
Memur	8.1	29.82	...	...	N	1
Sakodzie	...	29.86	...	...	N	1
Koshi	...	29.90	...	...	N	0
Yagasaki	...	29.83	...	...	N	0
Kagoshima	...	29.76	...	...	N	1
Okuma	...	29.64	...	...	N	1
Saha	...	29.63	...	...	N	1
Shima	...	29.78	...	...	N	2
Bonin Islands	...	29.00	...	...	N	2
Wohaiwei	N	2
Changhai	N	2
Shanghai	...	29.84	81	89	S	1
Tientsin	...	29.85	80	74	N	2
Harbin	...	29.76	77	91	N	1
Amoy	...	29.77	80	87	N	0
Swatow	...	29.78	73	92	N	2
Fookchow	...	29.84	75	...	N	1
Taiwan	...	29.70	73	...	N	2
Kobe	...	29.80	77	...	N	2
Yokohama	...	29.80	75	...	N	2
Osaka	...	29.74	77	...	N	1
Kyushu	...	29.72	81	...	N	1
Cap Rock	...	29.71	...	...	N	2
Macao	...	29.69	81	89	N	2
Wohow	N	1
Pakhoi	N	1
Shanghai	7.1	29.66	73	90	N	2
Shanghai	...	29.66	73	90	N	2
Yokohama	...	29.67	79	...	N	4
O. S. James	...	29.67	79	...	N	4
Apert	6.1	29.77	77	88	S	3
Dagupan	...	29.76	73	88	E	1
Manila	...	29.76	73	88	E	1
Leyte	...	29.76	73	88	E	1
Manila	...	29.76	73	88	E	1
Hilo	...	29.75	77	81	N	4
Sargassos	N	4
Guam	...	29.75	...	...	N	2
Yap	...	29.75	...	...	N	2
Ulman	...	29.75	78	94	N	6